

No. 19,852. 第二十五百八千九萬一第 日入廿月二拾年酉辛 HONGKONG, WEDNESDAY, JANUARY 25TH, 1922. 三拜禮 號五廿月正年一拾國民華中 PRICE, \$3 PER MONTH

Motor Launch "Daring" 34

THORNYCROFT

JOHN L. THORNYCROFT & CO., LIMITED,
SHIPBUILDERS AND ENGINEERS,
LONDON, SOUTHAMPTON AND BIRMINGHAM.

Shanghai Office: 10, Kinkiang Road.

15 B.H.P. 30 B.H.P. 50 B.H.P. Engines
in Stock

For quotation apply—

SHANGHAI OFFICE.

Revised Prices of FLANNEL PYJAMAS

Light Weight Flannel. Plain colours
with contrast collar and cuffs.

Old Price \$13.50 REVISED PRICE \$10.50 per Suit

Medium Weight "Clydella" Flannel in
smart block and fancy stripes.

Old Price \$14.50. REVISED PRICE \$12.50 per Suit

TWO USEFUL WEIGHTS FOR PRESENT WEAR
STOCKED IN 36, 38, 40, 42 and 44 inches.



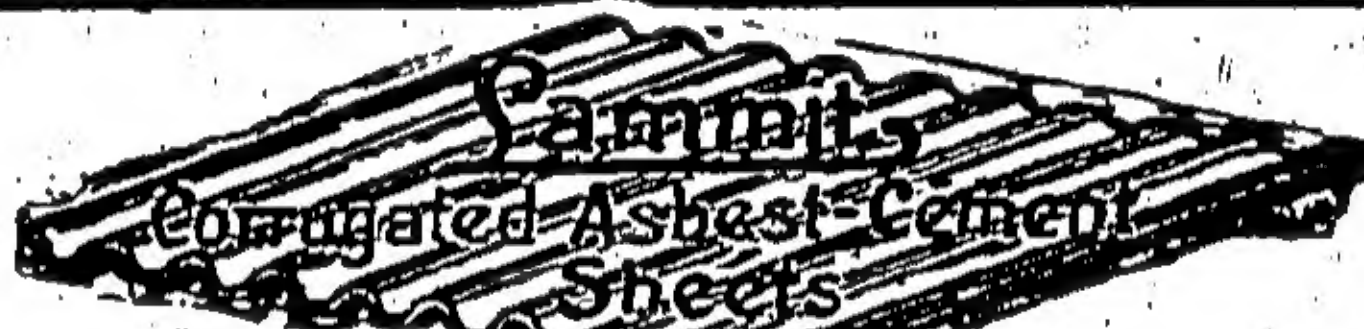
MACKINTOSH

& CO. LTD.

MFN'S WEAR SPECIALISTS

Alexandra Building
Des Voeux Road

Telephone 29



The ideal material for Hot climates.
For roofs, partitions & ceilings.

It is light & strong.
It does not conduct heat.
It is practically indestructible.
It does not rust or corrode.
It is insect & vermin proof.

We carry large stocks and shall be pleased to quote prices and
give you particulars.

SOLE AGENTS—

DODWELL & CO., LTD.,

Telephone 1030.

Machinery Dept.

(115)

WHY CATCH COLD? SPECIAL PRICES AT WHITEAWAY'S SALE



ON
**REAL JASON
UNDERWEAR**
ALL WEIGHTS
AND
SIZES
FOR
GENTS.
LADIES
AND
CHILDREN

BE SURE YOU GET "JASON"
WHITEAWAY, LAIDLAW & CO., LTD.,
THE STORE FOR VALUE
HONGKONG.

JAPAN'S FOREIGN POLICY. STATEMENT IN THE DIET BY THE PREMIER.

The Acting Consul-General for Japan has received the following statement made by the Japanese Premier on the subject of the diplomatic questions at the forty-fifth session of the Diet on January 21st:

Gentlemen: On account of the long protracted illness of His Majesty the Emperor, His Imperial Highness the Crown Prince was constituted the Regent, in accordance with the provisions of the constitutional law, on November 25th last, and has since then conducted the affairs of State on behalf of His August Father, a matter entirely unavoidable under the circumstances. That His Imperial Highness is endowed by nature with wonderful gifts and perspicacity of intelligence is universally known throughout the whole country. I need hardly say, therefore, that his assumption of the high duties of State will undoubtedly give relief to our August Sovereign and enable the whole nation to carry on their occupations peacefully. It is our most fervent prayer that by thus taking complete rest His Majesty will recover his health as speedily as possible.

The relations of our country with foreign Powers are growing in intimacy and friendship with the progress of time, and it is a cause of particular gratification in the interest of the State that, consequent upon his European itinerary for six months last year, His Imperial Highness the Crown Prince came into direct touch with the sovereign authorities and peoples of every country he visited, and left a most agreeable and profound impression everywhere he went, with the happy result of strengthening cordial relations with those countries.

THE WASHINGTON CONFERENCE.

As regards the question of Limitation of Armaments as well as Pacific and Far Eastern questions, the Government accepting the invitation from the United States of America sent delegates to Washington some time ago, and they are exercising their best efforts with a view to arriving at satisfactory arrangements with Powers concerned on these subjects. I face an agreement having for its object the definite establishment of general peace in the region of the Pacific has already been signed while a treaty relative to the limitation of armaments is deemed to be on the point of signature at no distant date.

Actuated by a sense of justice and humanity and prompted by a strong desire for establishment of universal peace, the Government are conducting affairs which arise in connection with the Washington Conference in accordance with the principles of justice and fairness, and, fortunately, through the harmonious cooperation of the Powers represented at the Conference, the desired end is now on the verge of being in the main achieved. It is a matter of hearty congratulation in the interest of humanity that we are thus given good cause to believe that the solid foundations of lasting peace, long sought after by every nation on face of globe, will be firmly laid as a result of the Conference.

As regards China, our country has made it her guiding principle to maintain and consolidate the relations of good neighbourhood with that country, and at the Washington Conference a suitable arrangement in conformity with this principle is now in course of being reached with interested Powers on various questions pertaining to China. Concerning Shantung questions in particular, the Government, impelled by a desire for a speedy and satisfactory settlement, are carrying on the negotiations with China in a spirit of frankness and magnanimity. As regards Siberia, it is the earnest desire of the Government that political stability and order should be restored in that region as soon as possible, enabling us to withdraw all our troops now stationed there. Further, the Government in compliance with the wishes of the China Government, are conducting negotiations with them at Dairen in regard to questions of commerce and otherwise.

As a result of the reduction of armaments to be agreed upon at Washington Conference, it is expected that there will be a certain surplus in the State Finances and it is incumbent upon us to consider carefully in advance the means of disposing of such surplus. The Government are contemplating to employ it in such a manner as to increase the amount of subsidy to be given towards primary school funds and expenses for the improvement of waterways.

Gentlemen, as a principal member of the League of Nations as well as of the Washington Conference, the influence of our country in the councils of world is increasingly apparent, with the result of corresponding increase in the weight of our responsibilities. It is expected that with the reduction of armaments as the fruit of the Washington Conference the nations of world will devote their energies to development of their trade and industry as well as to promotion of their general culture. In such a momentous period as this our country, having regard to her position in the world, should further improve the means of traffic and communications and develop her trade and industry with a view to holding her own in the economic competition of the world and contributing to the progress of civilization.

The high cost of living is leading to the resignation of Colonial Governors. It is reported from Adelaide that Colonel Sir Archibald Weigall, Governor of South Australia, has resigned owing to his salary of £4,000 a year being insufficient to maintain him in his official position. This follows the news from Hobart Tasmania, that the Assembly have passed a resolution in favour of abolishing the State Governorship. The Governor is sailing on three months leave, and is not expected to return owing to his salary and emoluments being insufficient.

FUNERAL OF THE LATE MARQUIS OKUMA. THE LARGEST PROCESSION EVER SEEN IN JAPAN.

Marquis Okuma's funeral, which took place on January 17th in bitterly cold weather, was unique inasmuch as it was the first of its kind ever witnessed in Japan and was remarkable for its impressive simplicity, says Reuter's Correspondent.

The cortege, which was the largest ever seen in Japan, traversed three miles of heavy ground from the mansion of the Okuma family in the Waseda suburb to the historic Hibiya Park where a mammoth funeral pavilion, surrounded by a mountain of flowers, had been erected.

The body was laid on a white wood Shinto catafalque, mounted on a motor chassis, and was followed by the late Marquis's family and friends in 25 motor-cars. The Emperor paid a gracious tribute by sending a detachment of his personal bodyguard and a detachment of the Imperial Infantry Bodyguard.

Forty thousand mourners followed on foot, including 10,000 students from Waseda University, which Marquis Okuma founded.

On arrival at the funeral pavilion a simple Shinto ceremony was held and a salute of nineteen guns fired at noon. The body lay in state for three hours and enormous crowds were admitted, without distinction of rank or dress, in accordance with Marquis Okuma's lifelong principles, to pay a last tribute to the dead.

THE LYING IN STATE.

Extraordinary scenes were witnessed at the lying in state of the late Marquis Okuma and it is estimated that 100,000 persons came during the three hours to pay homage to the dead, which was covered with insignia, decorations and ranks. There was constant hand-clapping and showers of copper coins were thrown into the pavilion. Such actions are limited to deities in shrines and temples and this is the first instance of their having occurred at a funeral.

The pavilion was surrounded by a forest of white streamers, funeral sakaki bushes, which were offerings from the Imperial House and the most important bodies and individuals throughout Japan. The catafalque was escorted by a detachment of the Emperor's personal mounted bodyguard, to the Gokokuji temple for interment.

Imperial passengers, members of the Cabinet and other dignitaries called at the house of the Okuma family to pay homage to the dead.

Memorial services were held in various provinces.

ANOTHER LAUNCH FROM TAIKOO DOCKS.

THE S.S. KAYING.

The *Kaying*, a finely modelled steel-screw steamer, was launched by the Taikoo Dockyard and Engineering Co. of H.K. Ltd. on Monday. She has a gross tonnage of about 2,500 tons, and her chief dimensions are: Length 321 feet, beam 44 feet, depth moulded 23 feet. She has been built to the order of the China Navigation Co., Ltd. for their Bangkok trade. She has two decks, a long combined poop and top gallant forecastle. Accommodation is provided on bridge deck amidships for the officers, engineers and first class passengers. Cabin accommodation is also provided at the after-end of the upper deck. The 'tween decks have also been made suitable for carrying passengers. The cargo gear consists of eight team winches and derricks capable of heaving with weight up to 30 tons. The steam steering gear is of the 'Wilson Pirrie' type, fitted in house aft and controlled from amidships by telemotor gear. The cellular double bottom is constructed for the carriage of oil fuel, if required, and the fore and after peak can be used as trimming tanks. The propelling machinery consists of a set of 'Brown-Curtis' type of turbines, built by Taikoo Dockyard, comprising of H. P. and L. P. turbines, combined with stern turbines, driving a single propeller, able of maintaining a total combined shaft horse power of 1,800 on ordinary sea service, with the turbines running at 3,500 revolutions per minute, and propeller at 102 revolutions per minute. This machinery is supplied with superheated steam from one large multi-tubular marine boiler at a working pressure of 300 lbs. per square inch. The boiler is fitted so that either coal or fuel oil can be used for generating steam under forced draught on the 'Howden' system. The vessel is also fitted with the 'Cochran' donkey boiler and the latest auxiliary machinery, and is lighted by electricity throughout.

The naming ceremony was performed by Mrs. Severn who was presented by Mr. Edkins with a handsome diamond pendant as a souvenir of the occasion. The Hon. Mr. Claud Severn, C.M.G., made a brief speech on the occasion wishing prosperity to the ship and to her builders, and proposed a toast coupling with it the name of Mr. Reid.

SPEEDY AIR AND WATER CRAFT.

The *Daily Mail* reports the introduction of French Colonies of powerful river transport machines embodying the features of watercraft and aeroplanes, which have proved most successful. The craft is known as Hydroglisseurs. They have a flat hydroplane hull and are propelled on the surface of rivers at the speed of an express train by means of propellers exactly similar to those of an aeroplane. At Cochin China Hydroglisseurs reduced what takes some days' journey ordinarily to nine hours. On the Niger a thousand mile journey was accomplished at the average speed of 36 miles an hour.

DEATH OF THE POPE. A CIRCULAR TO LOCAL CATHOLICS BY BISHOP POZZONI.

Bishop Pozzoni has issued the following circular to the Faithful of his Vicariate:—

DEAR CHILDREN IN JESUS CHRIST,
The news of the sudden and premature death of Our Holy Father Pope Benedict XV. has come as a sad surprise, and has fallen as a heavy blow on the hearts of us all.

Benedict XV. was the Pope of Peace; such a providential Pope in these our troubled times that it was the anxious hope of all that he would be spared, as Head of the Church, for a longer time, till the star of social peace should shine in its full brilliance over the world.

In the most stormy sea the world has ever experienced—during the Great War—he has never ceased to labour to one end—the establishment of social peace. His first wonderful Encyclical Letter of the 1st of November, 1914, was on Peace and how to obtain it, the Pope's idea (on which he also insisted on all subsequent occasions) being that Peace could not be secured except by the practice of those Christian virtues which the world had forgotten or despised, a sincere and mutual charity, respect for authority, the practice of justice in all relations between the various classes of society, and detachment from transitory things, seeking first the happiness that is eternal.

While inculcating peace and calling on all to pray for it, he endeavoured, with great diplomatic skill and success, as well as with very substantial financial support, to alleviate the miseries produced by the war among the wounded, the orphans, the prisoners, the bereaved widows and mothers and the starving populations of the war-stricken countries and, lately, of Russia.

In his last Consistory (21st of September, 1921) he still spoke in favour of peace, hoping and praying for the success of the Washington Conference, and now we hear that even on his deathbed he prayed for peace and declared that he would gladly sacrifice his life to obtain it.

An especially interesting feature for us was his very keen interest in the Missions, by which he succeeded in arousing a widespread interest in them throughout the whole Catholic world and in giving direction and encouragement for the preparation of a numerous and thoroughly educated and trained native Clergy in the Missions themselves.

If we consider his virtues, especially his extraordinary humility and resignation in maintaining silence in the face of the many slanders circulated against him during the war by certain sections of the world's Press, we may presume that he is already among the Blessed. The Church, however, wishes us to pray for the repose of his soul in case it may not yet have been admitted to the Beatific Vision owing to the shortcomings into which even a just man may fall. For this purpose a solemn Pontifical Requiem Mass will be sung in our Cathedral at 9 a.m. on Thursday, the 26th inst. We earnestly and with all our heart invite all the faithful of the Colony to attend this public manifestation of filial love and devotion to the common Father of us all. We hope that all will find the prayers of the priest by approaching Holy Communion, that being considered one of the best means that can be employed by us for the deliverance of the souls in purgatory.

Blessing you all in Jesus Christ,
B. Pozzoni,
Vicar Apostolic of Hongkong.
Given at the Mission House,
Hongkong, 23rd January, 1922.

THE GREAT FIRE AT MANILA.

Six hundred families representing about 4,000 persons, adults and children, were left homeless by the great fire which broke out at Manila on the 17th inst. They were housed in hospital tents lent by the Army. The loss is estimated at P700,000. The fire started in a house in the interior of No. 1110 Calle Antonio Rivera, jumping to Calle Dagupan, thence to Calle Aeta, Juan Luna and Velasquez, where it was finally put out. The fire swept over Calle Antonio Rivera, Tayuman, Herboza, Arqueros, Pinkinn, Bukang, Prudencia, Juan Luna, Deodato, Andaya, Yungco, Cabezas, Aeta and Velasquez.

All Manila's fire engines were sent to the scene of the conflagration, except one which was reserved to protect the business section and other parts of the city in case of another fire.

Two persons were seriously injured, one of them being a Filipino, age 77 years, who was taken to the Philippine General Hospital, while several others were slightly bruised or burned.

The service company of the 31st Infantry aided the firemen and the police in fighting the conflagration.

WHAT IS EYESTRAIN?

The eye has certain tiny muscles. When objects we look at do not come up to a sharp focus in the eye, these muscles exert themselves unduly and enable us to see clearly in spite of the defect. These muscles tire and relax causing the objects looked at to become blurred and indistinct. Upon closing the eyes for a few seconds the muscles become more or less rested and objects are clear again for a brief period. Properly fitted glasses correct eye-strain, whether caused by astigmatism or age. The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, 53, Queen's Road, Central, have the equipment to fit you glasses properly.—Advz.

INTIMATIONS

HONGKONG HOTEL COMPANY
LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the ABOVE COMPANY will be held at the HONGKONG HOTEL, Pedder Street, Victoria in the Colony of Hongkong on WEDNESDAY the 1st day of February, 1932, at noon for the purpose of considering and, if thought fit, passing the following Resolutions as Extraordinary Resolutions namely:—

- (1) That the Authorised Capital of the Company (which is now \$2,500,000) consisting of 250,000 shares of the nominal value of \$10 each—whereof \$19,500 shares have been issued) be increased from \$2,500,000 (consisting of 250,000 shares of the nominal value of \$10 each) by the creation of 250,000 additional shares of the nominal value of \$10 each ranking (subject as hereinafter mentioned) as from date of allotment for dividend and in all other respects pari passu with the shares constituting the Company's present issued Capital.
- (2) That 102,650 shares be offered (in the proportion of one new share for every complete number of two old shares held by them respectively) to the persons who on the date of the confirmation of this Resolution as a Special Resolution are registered in the Company's Share Register as the holders of the said 19,500 shares at a premium of \$5 per share and so that on allotment the nominal amount due in respect of such 102,650 shares shall be the said premium of \$5 per share shall be payable as follows:—

Date of Payment	Amount payable in respect of the nominal value of each share	Amount payable in respect of the premium on each share	Total
15th March 1932 \$1	\$2	\$5	\$7
15th Aug. 1932 \$3	\$2	\$5	\$7
15th March 1933 \$4	\$1	\$5	\$6
	\$10	\$5	\$15

- (3) That further that until such time as the said 102,650 shares shall be fully paid up they shall, vis a vis the said 19,500 shares, only rank for dividend in the amount paid up thereon to the full nominal value (\$10) thereof, and that any of the said 102,650 shares which shall not be taken up by the Company's shareholders in manner aforesaid shall be disposed of in such manner as the Company's Board of Directors shall think fit.
- (4) That the balance of the shares constituting the Company's unissued Capital be issued at such time or times, in such manner and upon such terms and conditions in every respect as the Company's Board of Directors may decide.
- (5) That no Shareholder shall be entitled to any offer of a fraction of an additional share in respect of any old share held by him.

Should the above Resolutions be passed by two requisite majorities they will be submitted for confirmation as Special Resolutions to a SECOND EXTRAORDINARY GENERAL MEETING to be held at the HONGKONG HOTEL, Pedder Street, aforesaid on SATURDAY the 15th day of February 1932, at noon for the purpose of considering and, if thought fit, confirming such Resolutions as Special Resolutions accordingly.

Dated this Twentieth day of January, 1932
By Order of the Board,
H. N. BEAUREPAIRE,
Secretary.

PREPAID "WANTED" ADVERTISEMENTS

Let us be lying at this Office for:
Boxes CK, GS, KI, LM, LN, LR, LT
LW, MA, ME, MZ, NB, NP, OG, PD
PB, PG, A.

WANTED:—Tuition in Drawing and Painting, also Piano lessons, by advanced pupil. Apply Box PP, c/o Daily Press Office.

WANTED by married couple and family for 1st May or earlier 6-roomed HOUSE OR FLAT with Tennis Court—Hongkong or Kowloon. Furnished or partly furnished. Apply Box P.O. c/o Daily Press Office. [21]

WANTED TO BUY.

ONE SECOND HAND PIANO, must be in good order and condition. Apply Box No. 223 c/o Daily Press Office. [233]

FOR SALE

YATES'

PLANT FOOD.

Perfect Fertilizer, in one pound tin.

Sufficient for 20 to 50

POT PLANTS.

according to size, for one year.

GRACA & CO

Dealers in Postage Stamps, Post Cards, Seals, Toys, &c.
No. 10, WYNDHAM STREET,
HONGKONG

P. O. Box 625.

"MOST WONDERFUL THING ON WHEELS."

MORE ABOUT MAJOR CASSEL'S CAR.

ITS SYMPTOMS AND ITS ALLEGED SUFFERINGS.

The delicate organisation of Major Cassel's 40-50 h.p. Napier car was described in further detail to Mr. Justice Gompertz, yesterday, in the Summary Court where Major Cassel is claiming \$350 for damage alleged to have been done in the course of repairs carried out by Mr. Rowe of the United Motor Co., Ltd.

On the previous day the Court heard of the car "staring" at the Motor Show at Olympia, being nearly bought by an Indian potentate and finally being sent to Hongkong to the order of Major Cassel. Even to "un-crate" it was a work of art, to assemble it was a science, and to "run in" the machinery so that it should be perfect on the road required time and patience almost equal to that expended in training a racehorse. The Colony did not contain oil sufficiently refined to lubricate the priceless machine; neither was there a chauffeur highly organised enough, mentally, to sympathise with and understand its moods. Some parts of the machinery needed—not oil—but "oil-mist," and the car suffered at first, like all new arrivals, from the vagaries of the Hongkong climate and required treatment to help it to adapt itself.

Yesterday, Mr. Reeves, of Messrs. Reeves & Co., motor engineers, Yaumatei, addressed the Court for over an hour about the damage, alleged to have been done to the car in the repair shop. Mr. Reeves told how he made an "external and internal examination" of the delicate patient; he discussed its symptoms and its highly strung organisation and, rising to heights of professional fervour, he described it as "the most wonderful thing on wheels." Mr. Reeves was an admirable witness, calm in demeanour and precise in expression; his manner recalled that of a pathologist giving the results of a post mortem examination of the body of the deceased in an important murder trial.

The solicitor for the other side had to ask for an adjournment in order to confer with his own expert advisers before cross-examining on Mr. Reeves' highly technical evidence. Meanwhile the Judge inspected the car which, being out and about again, was brought down to the precincts of the Court so that it might be seen how it was looking now. It was not very large, but luxuriously upholstered and silver-plated and enamelled in a delicate shade of cream.

CONDITION OF THE CAR DESCRIBED.

Giving evidence in the morning, Mr. Reeves said he knew the car well. He saw it at Olympia, London; and drove it there. When he came to Hongkong he found it here, being assembled under the supervision of Messrs. Alex. Ross & Co. In June, 1931, he received the car from Major Cassel with instructions to put it in its original condition. He locked it up in a separate compartment of the shop so no one would be able to touch it. He first made an external examination of the car; it showed evidence of having been worked upon by somebody who used spanners and screw-drivers that were not the proper kind, size and shape to disassemble and assemble the car. Thereby, damage had been done to nuts, bolt-heads, screws and the finish on the surface of the surroundings of nuts, etc. He found that the carburettor had been misused; the plunger cover had been unscrewed by using a hammer and some blunt tool.

The witness said that nuts had been damaged by spanners or hammers—he could not say which—and nuts had been tightened too much, thereby pulling threads out of shape. In several instances he found fractured studs through excessive tightening of nuts. A hammer had been used in various places. The surface of the joint on the cam-shaft cover had been scratched and marked by the use of a screw-driver or chisel, inserted beneath the cover in an effort to remove it; presumably because the effort was made to remove the cam-shaft cover without having released the silencing brake on the cam-shaft. This neglect would naturally cause the cover to stick.

THE AIR-PRESSURE SYSTEM.

He started the motor with considerable difficulty. It was not possible to get more than 1 of a lb. to the sq. inch in the air-pressure system; there should be from 2 to 2½ lbs. He disconnected the pump and used a hand pump, finding evidence of leaks in the pressure line. These he rectified and when he came to examine the pressure pump on the engine he found evidence that some inexperienced turner and fitter had worked on it. There was a plunger in the pump which was not a standard Napier plunger; the cylinder head of the pump was improperly fitted so that the top of the cylinder was forced out of shape, and the piston could not do its work. Compression of air by the pump was thus a physical impossibility. The base of the pump had also been fitted too tightly to a soft gasket, so that the coupling flange was pulled out of truth and permitted oil leaks.

The Judge intervened at this point to inquire whether Mr. Reeves' evidence was covered by the particulars furnished to the other side in the action.

Mr. Tinson said he had only received copies of the bills showing the materials used by Mr. Reeves. A mere list of bolts, nuts and parts did not help him much. His clients' case was that they never handed the car over as in order but that Major Cassel took it away behind their backs and handed it to Mr. Reeves.

Mr. Vaux remarked that he was not bound to disclose Mr. Reeves' evidence before the trial. He considered that the bills and the particulars in the counter-claim fully covered the evidence given.

It was agreed that a short adjournment should be given after Mr. Reeves' evidence in chief so that Mr. Tinson should be able to confer with Mr. Rowe on the technical points elicited before cross-examining.

"THE HONGKONG CLIMATE."

Mr. Reeves then completed his evidence. He said that the ignition on the car was in very bad order both mechanically and in the timing. The defects in electrical windings were principally due to the Hongkong climate; the mechanical workings and parts had been badly handled and were damaged. Ignition times had been set by ordinary standards adopted for less expensive cars but these (said Mr. Reeves) were not adequate for this car. The Napier has a setting all its own; it is made from a fully advanced position. The adoption of ordinary standards of timing for an engine of this peculiar construction would give indications of trouble in various parts of the machinery which did not actually exist.

"The car would develop 'symptoms,'" Mr. Reeves said and he added, "This is the most wonderful thing that ever stood on four wheels." The witness said the petrol gauge had been damaged and would not register correctly; the tank had been retapped with a tap of larger size, making it a physical impossibility ever to fit the proper one again. The enamel, there, was somewhat marred, presumably through careless handling of tools.

Mr. Reeves was then taken through the details of his bills for work done and parts supplied to the car. He said that the parts were supplied to repair damage done, except as to two items, which were necessary to fulfil Major Cassel's instructions to ensure the proper running of the car. His second bill comprised items necessary to put the car in its original condition.

Mr. Vaux: You are well acquainted with the 40-50 h.p. Napier? You know the value of a new car like this?

Witness: Yes.

A VERY SMALL DEPRECIATION.

Mr. Vaux: I do not want you to give the price; it is not very material. Supposing you were acting for a purchaser, what, in your opinion, would you strike off the price of the car as damage done—depreciation of market value?

The witness said he did not quite understand the question and the Judge put the question in this form: "What is the depreciation after you have put the car in order?"

The witness replied: "A very small depreciation except to the paint and enamel—and that would run into figures on a car like this. I want to try to say absolutely fair to all concerned. I say the depreciation would not be in excess of \$350. But when it came to paying \$2,000 for a car which, report said, had been through rough handling, an inexperienced purchaser would want 25 per cent off for depreciation to give himself the benefit of the doubt."

The Judge: Which would be far higher than you would put it?

The witness: Oh! absolutely. He also said he would take \$40 off his bill to represent work done to make good deterioration due to the Hongkong climate and not fairly to be claimed against the United Motor Co. The witness now showed that the car has been knocked about.

Witness: No, nothing except a few scratches on the enamel.

You say the car is now as good as ever?—That is my belief, and I have a letter from Major Cassel saying that it is now running absolutely perfectly, and will take any bill in the Colony on top gear.

Cross-examined, in the afternoon, by Mr. Tinson, the witness described how he came to "take the car in hand." Major Cassel said he was "fed-up" with the car; had been in the hands of several people for adjustment and had never run properly. Major Cassel wanted the work done in his own garage but Mr. Reeves said he could not do that but would keep it in a separate, locked compartment at his works and it should not be touched except in his presence. He would only touch it if given carte blanche. Major Cassel said, "If you can't fix it, say so, and I will send it back home now." Mr. Reeves replied, "I can fix your car up."

In reply to further questions, Mr. Reeves gave demonstrations with various spare parts to make clear the damage which he said had been done. He also mentioned that he had not charged Major Cassel for all the time he had given to the job; "the work was more a hobby to him than anything and he had quite enjoyed going over the car."

(Continued at foot of next column.)

MR. HARRY ORE'S FIFTH RECITAL.

The chief feature of the very delightful Chamber Concert given on Monday was the Sonata for piano and violin by Cesar Franck. His compositions are only too few, and those few are too little known. Certainly the adaptation of thoroughly modern music to strict Sonata form and the exquisite balance of the two instruments, the piano part never degenerating into a mere accompaniment, must have been a revelation to many. Each of the four movements is entirely comprehensible and not so long as to cloy the ear into inattention. Through them all there runs what can hardly be called a theme but a kind of unity of idea, which makes the Sonata a whole instead of merely four separate movements. We are spared in Hongkong the vapourings of the home-side Programme-writer, who insists on interpreting everything musical in terms of scenery or emotions or human episodes. Yet even he would probably have been stumped in finding an external meaning for the pure music of this Sonata. The third movement, chiefly for violin alone, is an ingenious device relieving and preparing the mind of the superb Finale. Mr. Gonzalez' execution was a pure delight, and Mr. Ore's restrained rendering of the all-important piano part could hardly have been bettered.

The remainder of the programme consisted of three characteristic pianoforte compositions of Brahms and nine short lyrics of Grieg. Those who like to take their opinions predigested (in the word of the patent-food vendor)—and there is, perhaps, no art in which the vice is commoner than in music—generally quote the apt illustration of some German expert or other who raised the cry of "Bach, Beethoven and Brahms." Even if the conjuncture is merely something to throw things at, it serves its purpose as a basis of criticism. Brahms' great virtue seems to be his virility; he is, above all else, a strong man and so far a relief from the effeminate of many of the moderns. Secondly he shows the greatest skill in adapting to his various purposes a national, indeed almost a folk, music. As Chopin breathed the very spirit of Poland, so Brahms made Hungarian music his own. Since their time many have gone the same way, and, indeed, Mr. Ore's future programmes are a veritable League of Musical Nations. Modern music, in fact, seems to have become almost what Mr. Asquith (I think) called "Balkanised." But, apart from the initial of his name, there seems no good reason to put Brahms in the constellation named.

Grieg will always be a truly popular composer. His works are clear and concise, formally correct, and understood of anyone who can read their titles on the programme. The only complications are those of his harmony, and even these are only deep enough to titillate and even to flatter the half-musical ear. He has five or six *clichés* which occur over and over again. But he is always Grieg, always Scandinavian, always tuneful without being cheap.

Mr. Ore's execution was as good as ever, the Brahms' Intermezzo, especially, being most sympathetically played. The cracked song of an itinerant showman outside somewhat marred the effect of the first half of the concert, and would, I think (crashing as it did on top of Brahms), have persuaded even Mr. Ore that rank barbarism is not the sole prerogative of us Europeans.

MUSICUS.

THE DEFENCE OPENED.

Towards the end of the day, Mr. Tinson opened the defence. He said that Mr. Reeves was given carte blanche in handling the car; Mr. Rowe was not. Major Cassel, in his evidence, admitted that the car had never gone satisfactorily. The United Motor Co. had never charged a penny to Major Cassel for the work done on the car. It was admitted that others tried their hands at putting the car in order before Mr. Rowe had it. A Mr. Weir and his mechanic, Mr. Davis, had the car in hand between April 19th and 26th. Mr. Rowe's case was that he found, when the car came into his hands, that the damage described by Mr. Reeves had already been done. The car was taken away before Mr. Rowe had had an opportunity of putting it in order.

Mr. Tinson read from a voluminous correspondence between Mr. Weir and Major Cassel and the Napier Company, in order to extract references to defects in the car before Mr. Rowe received it. In the course of this it came out that the car was damaged on the steamer on the way to Hongkong; its crate was stowed in and a claim had to be made on the Insurance Company. Major Cassel noted, in writing to the Napier Company, that the teeth of the jack broke the first time it was used and this "drew his attention to the fact that it was an American production." The Napier Company also criticised Mr. Weir's interference with the timing and Mr. Tinson asked the Judge to disbelieve Major Cassel when he said that Mr. Davis did the timing. The Judge suggested that Major Cassel might be only expressing his belief on the matter.

At this stage the hearing was adjourned. Evidence for the defence will be given to-day.

ROBBING A LUNATIC.

MAN WHO OBTAINED MONEY BY FALSE PRETENCES.

A Chinese was charged at the Magistrate's yesterday, before Mr. J. R. Wood, with having obtained by false pretences, the sum of \$91 from a woman named Mak Leung Sze, an inmate of the Asylum.

Mr. Chester-Woods, ward master at the Government Civil Hospital, said that the defendant came to the hospital on December 1st accompanied by a woman who claimed to be a relative of the woman named Mak Leung Sze. The defendant said that he wanted to take her into the country. Witness handed the woman over to him and gave him a receipt to go to the Government Civil Hospital to collect certain properties belonging to the defendant. The lunatic was admitted to the asylum at 12-30 p.m. on November 30th. She then had in her possession \$66 in Canton money and \$25 in Hongkong money. At 4 p.m., on December 1st, she was brought back to the hospital by the same old woman who had originally brought her there.

Sung King Man, an accountant at the Government Civil Hospital, said that the defendant was brought to his office by hospital cooler. The defendant handed over a receipt and was paid the sum of \$96 (Canton money) and \$25 in Hongkong money. The defendant signed for the money and then ordered a chair for the woman and handed \$1 over to the chair-bearers.

An old Chinese woman, employed as an amah in a brothel, said that the insane woman was her adopted daughter. She took the woman to the asylum on November 30th as, she frequently suffered from fits of insanity. On December 1st she was brought back to the brothel in a chair. The occupants of the house would not admit her and she was taken back to the asylum the same day.

The defendant asked her if she knew a man called Chan Fun Chee, who was her adopted son?

Witness she knew him, but he was not her adopted son. He accompanied the witness to the asylum with the insane woman.

Defendant said Chan Fun Chee had told him that he was the witness's brother and that the lunatic woman was his mother.

Witness: No my mother is dead. The defendant gave evidence. He said he was a musician and that he lived at 403 Queen's Road West. He admitted receiving the money from the hospital accountant but said that he paid this over to Chan Fun Chee, who took the lunatic away.

The Magistrate: I don't believe your story. I believe that you went there with the intention of stealing this money. You received this money, and after receiving it you hired a chair and sent the woman away in it, and you disappeared with the money. You are sentenced to six months imprisonment.

COMPANY REPORT.

HUMPHREYS ESTATE AND FINANCE CO., LTD.

The report of the directors for the year ending 31st December, 1931 states:—

The net profit for that period, after deducting directors' and general managers' remuneration and including \$19,162.70, brought forward from last account, amounts to \$213,484.69.

Which the directors recommend should be appropriated as follows:—

Pay a dividend of 80 cents per share	\$120,000.00
Pay a bonus of 20 cents per share	30,000.00
Transfer to reserve fund	25,000.00
Transfer to special repairs and renewals account	10,000.00
Carry forward to new profit and loss account	28,484.69
	\$213,484.69

Directors.—In accordance with clause No. 84 of the Company's Articles of Association, Messrs. J. Scott-Harston, W. L. Puttenden, the very Rev. Father Robert, Hon. Mr. A. O. Lang and Mr. J. M. Alves retire, but being eligible, offer themselves for re-election.

SPORT.

FOOTBALL.

HONGKONG F.C. CHALLENGE SHIELD COMPETITION.

H.M.S. "TAMAR" 3: H.M.S. "ALACRITY" 1.

The first match in the above competition was played on Monday on the Navy "A" ground, the Tamar winning by three goals to one. The Alacrity was the first to score, from a penalty awarded against Smith. Hudson equalised from long range. Millington headed in from a corner-kick, and Hill made the game safe for the Tamar by beating the goalkeeper and putting his side three up.

CRICKET.

H.K.C.C. v. UNITED SERVICES.

There will be a two day match during Chinese New Year Holidays between the H.K.C.C. and the United Services on the Club ground, commencing 10.30 a.m. on Saturday, 28th January and Monday, 30th January. The Club will be represented by the following:—R. Hancock (capt.), T. E. Pearce, N. J. R. Mitchell, G. R. Sayer, H. B. Reed, L. J. Davies, B. D. Evans, E. G. Lammert, C. Blaker, E. L. Braga and E. W. Hamilton.

WOLSEY

PURE WOOL UNSHRINKABLE UNDERWEAR THE BEST THE WORLD PRODUCES.

WOLSEY PURE WOOL GARMENTS IN ALL WEIGHTS & SIZES FOR MEN RANGING FROM 28" to 48"

WITH WOLSEY PRICES BASED AS THEY ARE TO-DAY ON WOOL AT ITS LOWEST FIGURE, WITH ALL COSTINGS BROUGHT DOWN TO BED-ROCK, WITH WOLSEY'S QUALITY SOUNDER THAN EVER, WITH SO MANY GRADES AVAILABLE, WOLSEY COMES AGAIN WITHIN THE REACH OF EVERYONE—THE FINEST UNDERWEAR INVESTMENT IN THE WORLD.

VESTS 6.50 ALL SIZES DRAWERS 6.50 ALL SIZES



LOWNESS OF PRICE IS NOT ALWAYS CHEAPNESS IN THE LONG RUN. THE WOLSEY MARK IS YOUR GUARANTEE OF SOUND ECONOMY

LANE, CRAWFORD & CO.

SHERWOOD'S RYSTOLITE

THE IDEAL ENGLISH WHITE ENAMEL

Sold in quarts, 1 and 1 gallon tins

THE ENAMEL THAT WON'T TURN YELLOW.

LANE, CRAWFORD & CO.

HONGKONG

Tel. 1741.

THE UPRIGHT PIANO WITH A GRAND PIANO TONE

BROADWOOD

NEW MODELS

JUST RECEIVED

AT

ANDERSONS'

5 BEACONSFIELD ARCADE

(Opposite City Hall)

Wm. Powell

TELEPHONE 23148.

We have good

assortment of

GENTLEMEN'S

OVERCOATS

IN

ALL WEIGHTS.

These are perfect

in style and fit.

Price from \$45.

ALSO

SPORTS COATS

SWEATERS ETC.



NEW ADVERTISEMENTS

BANK HOLIDAYS.

IN accordance with Ordinance No. 5 of 1918, the EXCHANGE BANKS will be CLOSED for the transaction of PUBLIC BUSINESS on SATURDAY and MONDAY, the 26th and 30th instant.
Hongkong, 24th January, 1923. [269]

IMPORTS AND EXPORTS OFFICE.

(Chinese New Year Holidays)
THIS Department will be entirely closed on SATURDAY and SUNDAY, the 28th and 29th January, 1923. It will be open for all purposes till 12 noon on MONDAY the 30th January, 1923. Licensed Warehouses will be entirely closed on those dates.
N. L. SMITH,
Superintendent,
Imports and Exports.
Hongkong, 24th January, 1923. [271]

NOTICE.

THE CHINA LIGHT & POWER CO. (1918) LTD. beg to notify their CONSUMERS that owing to ALTERATIONS in the underground system of distribution the supply of Electricity will not be available between the hours of 9 A.M. and 5 P.M. on SATURDAY, the 28th instant.
SHEWAN, TOMES & CO.,
General Managers. [274]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 18th day of February, 1923, at Noon, for the purpose of receiving the Report of the Board of Directors together with a statement of accounts for the year ending 31st December, 1921.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, 9th February, to SATURDAY, 18th February, 1923, (both days inclusive), during which period no transfer of shares can be registered.
By Order of the Board of Directors,
A. G. STEPHEN,
Chief Manager.
Hongkong, 24th January, 1923. [273]

THEATRE ROYAL.

COMING

February, 4th, 6th, 7th & 8th.

WARWICK

COMEDY

COMPANY

Full details later.

[258]

THE EAST ASIATIC COMPANY, LTD., COPENHAGEN.

THE M/S

"ASIA" having arrived, Consignees of Cargo are hereby informed that all Goods are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of Holt's Wharf, whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st February, 1923 will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 1st February, 1923 at 10 A.M. All Claims must reach us before the 4th February, or they will not be recognised.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by MANNERS & LOCKHOUSE, LTD., Agents.
Hongkong, 24th January, 1923. [267]

S.S. "AZAY LE RIDEAU"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNES of Cargo from MARSEILLE in connection with above Steamers are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed, and stored at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remained unclaimed after the 26th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 2nd of Feb., or they will not be recognised. All damaged packages will be examined by Messrs. Goddard & Douglas, on MONDAY, the 30th inst., at 10 A.M.
No Fire Insurance has been effected.
R. BODENFUSER,
Agent.
Hongkong, January 24th, 1923. [273]

NEW ADVERTISEMENTS

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES of cargo for Hongkong per a.s. "DEMODOCUS" are hereby notified that owing to the present state of affairs in Hongkong due to strike of seamen, cargo for Hongkong has been landed at Singapore and consignees are recommended to make necessary arrangements as to insurance etc. accordingly. The cargo will be brought on to Hongkong immediately conditions at this port become normal.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, January 24th, 1923. [275]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES of cargo for Hongkong per a.s. "THESEUS" are hereby notified that owing to the present state of affairs in Hongkong due to strike of seamen, cargo for Hongkong will be landed at Shanghai and consignees are recommended to make necessary arrangements as to insurance etc. accordingly. The cargo will be brought back to Hongkong immediately conditions at this port become normal.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, January 24th, 1923. [276]

THE HONGKONG ELECTRIC COMPANY LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the Transfer Books of the above Company will be closed from 28th January to 7th February 1923, both days inclusive.
Dated this 18th day of January, 1923.
By Order of the Board,
GIBB, LIVINGSTON & CO., LTD.
Agents. [246]

NOTICE.

I HEREBY give notice that I have established myself as a CONSULTING and STRUCTURAL ENGINEER, Reinforced Concrete Expert, with Temporary Offices in Causeway Bay, Old Cotton Mills Office, P. O. Box No. 993.
A special department is attached for designing and supplying of ready made reinforcement (any tonnage) with or without supervision of works under my responsibility.
L. GAIN,
Civil Engineer, E.T.P. (Paris) [219]

NOTICE.

St. Andrew's Church Men's Association
MARATHON RACE.

TO be held under the auspices of the above association on WEDNESDAY, 8th February, 1923, at 4 P.M.
To be run in Kowloon. Distance about 7 miles.

(Route will be same as last year)
Silver Trophies 1st and 2nd, open to all Europeans in the Colony.
Entrants to be nominated by a member of the Association.

All applications for Entry to be sent to the undersigned not later than SATURDAY, 4th February.
D. J. PUEVES,
Secretary, Sports Committee. [255]

REPULSE BAY HOTEL.

BANK HOLIDAY

MONDAY, 30th January,

A TEA AND DINNER DANCING

will be held on MONDAY,

30th January. [261]

DAIRY FARM NEWS

BUTTER.

OWING TO FALL IN PRICES

in Australia

we have reduced our

"DAIRY" BUTTER to \$1.10 per lb.

"DAIRYMAID" "1.00"

FURTHER REDUCTION ARE

ANTICIPATED.

The above two brands have no rivals on the market.

THE DAIRY FARM ICE & COLD

STORAGE CO., LTD.

TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of the Hongkong Daily Press, are charged for at the rate of \$1 each, (as announced in May and June of last year) providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertising columns at the prevailing rate.

INTIMATIONS

THE WEST POINT BUILDING
COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the THIRTY FOURTH ORDINARY GENERAL MEETING of SHAREHOLDERS in this Company will be held at the Office of Messrs. Jardine, Matheson & Co. Ltd. on THURSDAY 25th January, 1923 at 11.30 A.M. for the purpose of receiving the Report of the Directors together with a statement of Accounts for the year ending 31st December, 1921.

The REGISTER of SHARES of the Company will be CLOSED from TUESDAY, 17th January to THURSDAY, 25th January, both days inclusive during which period no transfer of shares can be registered.
By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Secretary.

Hongkong, 16th January, 1923. [201]

THE HONGKONG GENERAL ESTATE
LIMITED

NOTICE IS HEREBY GIVEN that the EIGHTH ORDINARY GENERAL MEETING of SHAREHOLDERS in this Company will be held at the Office of Messrs. Jardine, Matheson & Co. Ltd. on THURSDAY, 26th January, 1923 at 11.45 A.M. for the purpose of receiving the Report of the Directors together with a statement of Accounts for the year ending 31st December, 1921.

The REGISTER of SHARES of the Company will be CLOSED from TUESDAY, 17th January to THURSDAY, 26th January, both days inclusive during which period no transfer of shares can be registered.
By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Secretary.

Hongkong, 16th January, 1923. [200]

THE HONGKONG LAND RECLAMATION
COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY FIRST ORDINARY GENERAL MEETING of SHAREHOLDERS in this Company will be held at the Office of Messrs. Jardine, Matheson & Co. Ltd. on THURSDAY, 26th January, 1923, at 11 o'clock noon for the purpose of receiving the Report of the Directors together with a statement of Accounts for the year ending 31st December, 1921.

The REGISTER of SHARES of the Company will be CLOSED from TUESDAY, 17th January to THURSDAY, 26th January, both days inclusive during which period no transfer of shares can be registered.
By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Secretary.

Hongkong, 16th January, 1923. [199]

THE HONGKONG LAND INVESTMENT
& AGENCY CO., LTD.

NOTICE IS HEREBY GIVEN that the THIRTY FOURTH ORDINARY GENERAL MEETING of SHAREHOLDERS in this Company will be held at the Office of Messrs. Jardine, Matheson & Co. Ltd. on THURSDAY 26th January, 1923 at 11.15 P.M. for the purpose of receiving the Report of the Directors together with a statement of Accounts for the year ending 31st December, 1921.

The REGISTER of SHARES of the Company will be CLOSED from TUESDAY, 17th January to THURSDAY, 26th January, both days inclusive during which period no transfer of shares can be registered.
By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Secretary.

Hongkong, 16th January, 1923. [198]

HUMPHREYS ESTATE AND FINANCE
COMPANY LIMITED.

NOTICE IS HEREBY GIVEN THAT THE ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS in this Company will be held at the Hongkong Hotel, Hongkong, on SATURDAY, the 4th February, 1923, at 11.30 A.M. for the purpose of receiving the Report of the Directors together with a statement of Accounts for the year ending 31st December 1921.

The TRANSFER BOOKS of the Company will be closed from the 24th January, to the 6th February (both days inclusive), during which period no Transfer of Shares can be Registered.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 15th January, 1923. [252]

THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

THE ONE HUNDRED AND SECOND ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the Office of the Company, Union Building, on TUESDAY, February 7th, 1923, at 12 O'clock Noon, for the purpose of receiving a Report of the Directors together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from January 24th to February 7th, 1923, both days inclusive.
By Order of the Board of Directors,
JOHN ARNOLD,
Secretary.

Hongkong, 14th January, 1923. [230]

THE KOWLOON LAND & BUILDING
COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that the THIRTY THIRD ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Buildings on FRIDAY 10th February 1923, at 12 o'clock noon for the purpose of receiving the Report of the Directors together with the Statement of Accounts for the year ending 31st December 1921.

The REGISTER of SHARES of the Company will be CLOSED from WEDNESDAY, 1st February to FRIDAY, 10th February, both days inclusive, during which period no transfer of shares can be Registered.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Secretary.

The Hongkong Land Investment & Agency Co., Ltd.
General Agents for
The Kowloon Land & Building Co., Ltd.
Hongkong, 23rd January, 1923. [232]

INTIMATION

IDEAL

BEVERAGES.

WATSON'S DRY
GINGER ALE

Its dryness and aroma are features which give this drink the popularity it deserves.

PYERIS.

Sparkling Mineral Table
Water. Healthful and refreshing.

Blends excellently with Whisky.

WATSON'S STONE
GINGER BEER.

Prepared by a process of partial fermentation which gives it the distinctive flavour which is so pleasing to the palate.

FORMAZONE

Possesses the characteristic stimulating and refreshing qualities of Champagne; it has a delicious flavour.

A. S. WATSON &
CO. LTD.,

PURIFIED WATER MANUFACTURERS.

TELEPHONE 436.

BIRTH.

MACDONALD.—At Bangkok, on January 5th, the wife of Mr. JOHN MACDONALD, of the Chartered Bank of India, Australia & China, a son.

DEATH.

OSBORNE.—At her residence, 20, Queen's Road East, on 24th January, 1923, Mrs. C. OSBORNE, Aged 54. Funeral will pass the Monument at 5 p.m. to-day. (Shanghai papers please copy). [272]

HONGKONG OFFICE: 104, DES VOUX RD., C. C.
LONDON OFFICE: 131, FLEET STREET, E. C.

The Daily Press.

HONGKONG, JANUARY 25th, 1923.

THE IMPASSE AT
WASHINGTON.

The Shantung Question still remains unsettled at Washington. One of the correspondents indicates that in the next few days China will be required either to accept the proposals made by Japan or definitely reject them and give substantial reasons for the rejection. Such a request, of course, can only come from the Japanese delegates. The other Powers left it to China and Japan to settle this dispute between themselves, for, so far as the majority of the Powers represented at the Conference are concerned, the position was settled by the Treaty of Versailles. Mr. Hughes and Mr. Balfour merely assisted to bring the two Delegations together on this question. During the past few weeks the two Delegations have discussed every phase of the question. Japan has exhibited a conciliatory attitude as surprising as it was gratifying to all who had hoped for an amicable settlement of a disagreement which threatened to be a serious menace to permanent peace in the Far East. The impasse was reached when it came to deciding the future of the railway. Japan is evidently not disposed to hand the entire control of the railway over to China. She has put her price on the railway and is willing to assign it to China on an undertaking to pay that price, but she wants to lend China the money and she wants to appoint officials, in order to ensure what she would regard as the proper management of the line. In the minds of most people the question

will arise: "What business is it of Japan's, so long as China pays for the railway and so meets Japan's claim to be indemnified for her expenditure?" One of our English contemporaries in Japan answers this question by saying that it is Japan's business to the extent that she has the right to see that her economic interests are not made to suffer either wilfully by way of revenge or by the negligence which marks Chinese administration. In that case the question arises whether other safeguards against these things may not be furnished. Mr. HANABARA's "final suggestion" is described as following the precedents of other countries which have made railway loans to China and insist on management and audit by the lending Power in order that the security may not be impaired before the debt has been redeemed. It will, we think, be generally allowed, that so long as China remains in debt to Japan this claim on her part would not be unreasonable. There has been a good deal of airy talk in China about the necessary funds for the redemption of the line being furnished by the Chinese banking group, but there is little tangible evidence that this is likely to materialise. If it does materialise it would put another complexion on the case. We are told that the chief concern of Japan is to see that her economic position is not jeopardised. The economic dependence of Japan's great modern industries upon Chinese raw materials is admitted. "Given the impotence of the Chinese Government to enforce order, and the existence in Japan of vital industries which depend upon an unrestricted flow of raw material from China," says the *Japan Advertiser*, "and you have the explanation of Japan's special position." But where does this claim to a "special position" for Japan end. She does not rely only on the province of Shantung for her raw materials. When first this claim to a "special position" was put forward it related to the provinces of Manchuria. Though Japan had her great modern industries before the war she had no "special position" in the province of Shantung, and if the Root resolution which the Washington Conference adopted unanimously has any clear meaning at all, it is that Japan is to enjoy in China just the same rights of trade and commerce that are afforded to all other foreign nations—no less and no more. Everybody recognises, of course, that owing to her proximity to China, Japan must be one of the largest buyers of raw material from China, but the intention of the Root resolution is that there shall be "equal opportunity" and a perfectly "open door" for all. If Japan's interests are jeopardised, all the other Powers associated in the resolution are interested to the extent of securing the removal of the menace. Japan has surrendered so many of the important assets in Shantung which she acquired under the Versailles Treaty that it is scarcely to be believed that the Conference will end without a solution of the present difficulties which will be reasonably satisfactory to both sides.

A solemn Pontifical Requiem Mass for the late Pope Benedict XV. will be sung in the Catholic Cathedral at 9 a.m. on Thursday, the 26th inst.—Adv.

A Chinese woman reports that five bangles, five rings and one gold hair press valued at \$299 was stolen from a rice-jar in her cubicle at No. 12, Hong Lok Street, Yaumatei, on the 23rd inst.

It is notified for information in yesterday's Command Orders that by Army Order 509/1920, the official designation of the King's (Liverpool Regiment) was changed to—"The King's Regiment (Liverpool)" and the title to be used in official correspondence is—"The King's Regiment."

Lieut. C. I. Cordon, M.C., 2/22nd Punjabis, has been appointed acting Company Commander vice Captain (Temporary Major) C. Leslie-Smith, 2/22nd Punjabis, appointed D.A.A. and Q.M.G. (China Command).

Returning from a successful tour in Shanghai, Hankow and Tientsin, the Warwick Comedy Co. are to pay a brief visit to the Colony on February 4th, when they will open for four nights only at the Theatre Royal. They will not repeat any of the pieces that appeared in their repertoire before, so this visit should prove interesting. They are on their way to India, and will play at Singapore and several towns in the F.M.S. en route.

The transport *Himalaya*, conveying the Wiltshire Regiment to India, will sail at 12 noon to-morrow.

The Rev. J. Kirk Macdonachie, minister of the Union Church, is in hospital for a slight operation but it is hoped that he will be about again in a week or two.

The V.R.C. has a busy week-end with a Fancy Dress Dance on Saturday and a regatta at Blake Boulder Point on Monday—all day. Besides the rowing races, there are open events for motor boats and open sailing boats, 16' feet and under.

OBITUARY.

CAPT. EDWARD WALKER.

We regret to announce the death of Captain Edward Walker, master of the s.s. *Haiyang* (Douglas Steamship Company), who died at his residence in Kowloon, yesterday morning, after an illness of about six days' duration.

Captain Walker, who was 37 years of age, enjoyed good health until quite recently. On completion of his last voyage he complained of not feeling very well and took to his bed. Medical advice was sought and it was found that the deceased was suffering from dropsy, which, as stated above, speedily proved fatal.

The late Captain Walker has been a familiar figure in Hongkong and the Colony for many years. He came to the Colony in 1905, and served for about two years as master-at-arms for the Canadian Pacific Ocean Services. He joined the Douglas Steamship Company in 1908, and had since served on various vessels owned by the Company. Two years ago he was appointed to the command of the s.s. *Haiyang*, replacing Captain Hodgins who retired and went Home after a long period of service with the Company.

Captain Walker was a widower. His wife died in the Colony 17 months ago. Mr. Ellis Walker, brother of the deceased, resides at Kowloon and is also in the service of the Douglas Steamship Company. He is to be appointed to the command of the s.s. *Haiyang*.

The late Captain Walker's parents are both alive and reside in Liverpool.

The funeral took at Happy Valley, yesterday afternoon, when the Rev. G. B. Lindsay, vicar of St. Andrew's Church, Kowloon, officiated. A large number of ships' officers attended. The immediate mourners were: Mr. Walker (brother), and Mrs. Walker (sister-in-law), Mrs. Cooper, Mrs. Hammes and Mrs. Higby. Others present were: Commander Beckwith, R.N. (Harbour Master), Mr. H. E. White, Mr. G. W. Barton and Mr. J. E. Gomes (representing the Douglas Steamship Company), Capt. J. Thomson (of the s.s. *Haiyang*), Mr. W. Bennett, Mr. J. Miller, Mr. W. Hughes, Mr. L. Paine and Mr. Hood (officers of the *Haiyang*), Capt. W. Passmore, Capt. T. P. Hall, Lieut.-Comdr. Laurensen, Lieut. Higby, Capt. J. Shear, Mr. Benson, Mr. W. F. O'Farrell and many other officers and ex-officers of the mercantile marine.

The following is a list of the wreaths sent:—

Ellis and Babs (brother and sister-in-law), Barbara and Teddy (niece and nephew), Frances and Con, Officers and Engineers of the s.s. *Haiyang*, General Managers of the Douglas Steamship Co., Ltd., Engineers of the s.s. *Haiyang*, Officers and Engineers of the s.s. *Haiyang*, The China Coast Officers' Guild and Members of Phoenix Club; Mr. and Mrs. J. Witzell, Captain and Mrs. W. Passmore, Mrs. C. J. Hammes, Mr. and Mrs. G. Henderson, Mr. and Mrs. F. J. Gill, Mr. and Mrs. J. S. Thomson, Mr. and Mrs. Spalding, Mr. and Mrs. J. Hyde and family, Mr. and Mrs. W. J. Cooper and family, Mr. and Mrs. Churcher, Nellie Laing, Mr. and Mrs. W. T. Elson, Mr. and Mrs. W. Higby, Captain and Mrs. L. McConnel Hussey, Mrs. and Miss F. Endell Rosser and Mr. and Mrs. J. M. Ramsay; Messrs. C. D. Farmer, Miller and Bennett, A. E. Benson, George W. Barton, George Stark, C. Edgcombe, H. White, Comdr. C. W. Beckwith, R.N., and Lieut. Conway Hake, R.N.R., Capt. E. W. Matthews, Messrs. J. E. Gomes and A. Simpson.

In a brief address at the graveside, Mr. Lindsay referred sympathetically to the death of Capt. Walker, following so soon on that of his wife, and he expressed the deep regret of the congregation at St. Andrew's Church.

A Berlin radio message received in Peking says that Monarchists are circulating birthday greetings to the Martyr (the ex-Kaiser). Ten thousand signed at Doorn and will telegraph greetings. They say "the thoughts of millions of Germans go out to your Majesty in reverence."

CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]A RETURN OF OPTIMISM.
SHANTUNG SALT MINES TO BE RETURNED.

WASHINGTON, January 24th.
The Chinese and Japanese have reached an agreement returning the Shantung salt mines to China. China is to purchase the Japanese interest therein at a fair price to be determined later.

EARLIER CABLES.

ATTACK OF THE BLUES OVER AT WASHINGTON.

LONDON, January 23rd.
A bad attack of the blues regarding the Conference has been recently afflicting Washington, but there is a more cheerful feeling now, partly in consequence of President Harding's pointing out that positivism is unjustified and that it is not fair to criticize work when only half done.

The *New York Post's* Washington correspondent suggests that in the next few days China will be required either to accept the Japanese Shantung proposals or definitely to reject them and give substantial reasons for rejection. The Conference will then proceed to consider the Siberian question. The correspondent adds that the Japanese are prepared to announce the immediate evacuation of Siberia, and a resolution recognising the territorial integrity of Russia will be adopted. Japan is also prepared to abandon certain of the Twenty-one Demands—namely, those giving her monopolistic rights and political control, as contrary to the agreements already reached by the Conference.

It is interesting to note that the resolution adopted relative to agreements concerning China binds the Powers to file all such "which they deem to be still in force and upon which they may desire to rely," while every such treaty or agreement concluded hereafter shall be notified within sixty days to the Powers. China must also notify all agreements with outside Governments or nationals.

It is understood to be the view of the United States Government that any questionable commitments that may have been entertained into will probably not be made public, but allowed to go by the board, and that in the event of a conflict of interests being disclosed by filing a way will be open for their adjustment.

PROTECTING THE INTERESTS OF HOLLAND AND PORTUGAL.

LONDON, January 23rd.
It is reported from Washington that Holland and Portugal have drawn the attention of the Conference to the fact that their Far Eastern possessions are not protected in the Four-Power treaty. It was at first proposed that this be corrected by a separate treaty or an annex to the treaty, but it has now been decided that they will be safeguarded by an exchange of identical notes.

JAPANESE EVACUATION OF SIBERIA.

WASHINGTON, January 23rd.
Baron Shidehara made an important statement at the meeting of the Far Eastern Committee to the effect that Japanese troops will be withdrawn directly a stable government has been established.

It is understood that Saghalien Island is included in this statement with other parts of Siberia. The statement greatly gratified the other delegates.

THE POPE'S OBSEQUIES.
IMPRESSIVE PROCESSION TO ST. PETER'S.

ROME, January 23rd.
The death certificate of the Pope sent to the Municipality by the Holy See says that his Holiness died of influenza broncho-pneumonia.

The body of the Pope was transferred this morning from the Throne Room to St. Peter's for the lying-in-State. The gorgeous medieval procession was headed by Sciarra and followed by Barcolatti in red brocade carrying lighted candles, Macchiarra, the Noble Guards, the Swiss Guards, the Vatican clergy in surplices, Cardinals in violet, Knights of the Cape and Sword in their medieval costumes.

On arrival at St. Peter's the silence was broken by the Sistine choir singing *Gibber me Domine*.

The Canon of St. Peter's solemnly sprinkled the remains with Holy Water and pronounced Absolution.

The body lying in a catafalque, richly robed with jewels sparkling in the light and the golden clasp of the Cape was placed in the Chapel of the Holy Sacrament, where it is guarded by two Noble Guards, motionless, with drawn swords. Enormous crowds are flocking to St. Peter's.

LATEST CABLES.

THE NEAR EAST.

FRANCO-BRITISH POURPARLERS PROGRESSING.

CONSTANTINOPLE, January 24th.
The Franco-British pourparlers with reference to the Near East have so far progressed that Lord Curzon has submitted a Note stating the British conditions. It is understood that evacuation of Smyrna is admitted with adequate guarantee for Christian minorities, including the appointment of a Christian Governor-General, and the modification of the Thracian frontier which, it is suggested, shall follow a line slightly south of Midia on the Black Sea, via Chorio, ending at Rodosto. Franco-Turkish circles, however, consider this frontier to be strategically unsound.

LONDON BANKERS SUE.
A MILLION STERLING ACTION PENDING.

NEW YORK, January 24th.
The Municipality of Buenos Aires has decided to sue the London firm, Baring Brothers, for the undelivered portion of a loan amounting to approximately a million sterling. The bankers contend that a German syndicate undertook the responsibility for the loan before the war, but the Municipality argues that the whole loan was contracted with Barings who hitherto have received interest on it.

VIENNA BOURSE.

POUND QUOTED AT FORTY THOUSAND CROWNS.

VIENNA, January 24th.
Foreign currencies rose to an unprecedented height on the Bourse. The pound was quoted at over forty thousand crowns and the dollar at ten thousand. The rise is probably explained by continued decrease of public confidence in Austrian money.

SAXON RAILWAY STRIKE ENDED.

BERLIN, January 24th.
The Saxon railway strike is ended.

THE GENOA CONFERENCE.
BRITAIN, FRANCE, AND ITALY MAKING READY.

PARIS, January 24th.
The two Chancelleries are now carrying on the interrupted Franco-British negotiations. It is understood that M. Poincaré has suggested that the currency of the Anglo-French Pact should be extended to from 15 to 20 years and that the terms thereof should be laid down on a more reciprocal basis with finer definitions regarding certain general terms like "German aggression."

With a view to settling outstanding Anglo-French differences in preparation for Genoa, two minor conferences are being arranged, in the first place at Paris between the British, French, and Italian Foreign Ministers in an effort to bring peace to the Near East, and, secondly, in London. Lord Curzon and the French and Spanish representatives will fix the status of Tangier.

EARLIER CABLES.

ATTITUDE OF UNITED STATES EXPERTS.

NEW YORK, January 23rd.
Significance is attached to a statement by the United States section of the Inter-American High Commission, of which Mr. Hoover, Secretary of Commerce, is Chairman, as reflecting the considerations likely to weigh largely with the Government in connection with its reply to the invitation to the Genoa economic conference. The statement says that the two major problems which must be solved before the substantial rehabilitation of the world can be hoped for are the readjustment of the German reparation payments on a basis "calculated to be within the practical power of the Germans to pay," and secondly, the reduction of the armed forces maintained by certain Continental nations, the expenditure on which involves currency inflation and defeats all other efforts to balance budgets.

Opinion is divided in official circles regarding the desirability of accepting the invitation to Genoa.

M. POINCARÉ'S POLICY.
RECONSTRUCTION OF DEVASTATED PROVINCES.

PARIS, January 20th (delayed).

The unusually large majority by which the Chamber manifested appreciation of the principles clearly set forth by M. Poincaré in yesterday's statement and speech is everywhere taken as a definite mandate to pursue the energetic policy thus outlined. M. Poincaré especially emphasized the urgency of the treaties being carried out in full, to which Germany, along with France and her allies, had affixed her signature. France wants nothing but what she is entitled to on that basis. The first condition of Europe's economic regeneration is the reconstruction of the Belgian and French devastated provinces.

GREAT LAKES SCHEME.
PRESIDENT HARDING ON ITS ADVANTAGES.

WASHINGTON, January 23rd.
The National Agricultural Congress attended by three hundred delegates representing all branches of agriculture and all industries related to farming has opened.

President Harding, in his address, declared that the feasibility of a waterway between the Great Lakes and the St. Lawrence was not questioned. The heart of the American Continent, with its vast agricultural and industrial resources, would thereby be brought into direct communication with all the ocean routes, with the most stimulating effect upon the industrial life of the continent. He declared that the cost of the project would be small compared with other great engineering works.

CANCER CURE WANTED.
OFFER OF \$100,000 PRIZE.

MONTREAL, January 23rd.
A beneficent action is announced by Lord Atholstan in a letter to the Principal of McGill University.

With the object of stimulating work in cancer research throughout the world, his lordship offers a prize of \$100,000 to the graduate or student of any recognized University who, within five years, can discover medicinal treatment for the cure of cancer.

The decision is left to the Royal College of Physicians, London. The offer may be renewed.

[Rugh Graham, first Baron Atholstan, is a Scottish Canadian. He is proprietor of the *Montreal Daily Star*, and has been associated with all the chief patriotic movements of the Dominion.]

BANQUE INDUSTRIELLE.
NEGOTIATIONS WITH THE CHINESE GOVERNMENT.

PARIS, January 23rd.
Replying to numerous inquiries in regard to Chinese finances in connection with the Banque Industrielle de Chine, M. De Lasteyrie, the Finance Minister, stated that the Chinese Government has hitherto opposed repayment of the 6 per cent. bonds of 1913, despite the frequent intervention of the French Government. Fresh steps are being taken in regard to this. There is no question of a Chinese loan in France being in preparation.

NON-CO-OPERATION IN EGYPT.
DRASTIC STEPS FOLLOW MANIFESTO.

CAIRO, January 24th.
Drastic steps followed the publication of a manifesto, couched in the strongest Arabic phraseology, by members of the Egyptian delegation, urging the adoption of non-co-operation and the boycott of English goods.

The eight signatories were ordered to be arrested, and all papers which published the manifesto to be suspended.

POLICY OF ECONOMY.
REDUCING THE PERSONNEL AT ROSYTH.

LONDON, January 23rd.
In pursuance of the Government's policy of economy by disarmament, orders have been received at Rosyth Dockyard to reduce the programme.

Nearly three thousand men will consequently be discharged, at the rate of two hundred weekly, leaving a maximum staff of 2,600.

An estimated saving of £100,000 annually will be thus effected.

SOUTH AFRICAN DISPUTE.
NATIONALIST SPEAKERS' ATTACK ON GENERAL SMUTS.

JOHANNESBURG, January 23rd.
Everything was quiet at the week-end. Two Nationalist leaders made speeches urging the miners to persist in the strike and to do everything in their power to support the Nationalists in sweeping out General Smuts' Government.

FIRE NEAR BERLIN.

BERLIN, January 21st.
Eight hundred workers have been rendered idle by the fire at the big chocolate factory.

[The original message represented the eight hundred workers as having been "injured."]

UNIVERSITY MATRICULATION AND SENIOR EXAMS.
AN ANALYSIS OF THE RESULTS.

We give below a summary of results of the examinations in November-December, 1921, and the percentage of passes, etc., in Grant-in-Aid Schools (Church) and Government schools:—

Boys' Schools.

School	Matric.	Senior	Junior	Total	% Passes	% Failures
1. Diocesan Boys' School (Church of England).....	17	0	14	31	94.1	1
2. St. Joseph's College (Roman Catholic).....	16	3	10	29	80.9	1
3. St. Paul's College (Church of England).....	0	0	4	4	77.5	0
4. Yung Wah College (London Mission).....	2	3	1	6	40.0	0
5. Queen's College (Government School).....	13	5	4	22	29.4	0

Of the four Scholarships three were open Scholarships and one a Masonic Scholarship.

Girls' Schools.

School	Matric.	Senior	Junior	Total	% Passes	% Failures
1. French Convent (Roman Catholic).....	0	8	0	8	100.0	0
2. Diocesan Girls' School (Church of England).....	0	7	0	7	70	1
3. Bellis Public (Government School).....	0	11	0	11	90.0	1
4. Italian Convent (Roman Catholic).....	1	6	1	8	85.7	1

Boys' Schools.

School	No. of Examiners	No. of Candidates	No. of Passes	% Passes	No. of Failures	% Failures
1. Diocesan Boys' School (Church of England).....	22	18	81.6%	18	10	55.5%
2. Queen's College (Government School).....	60	48	80.0%	28	16	33.3%
3. St. Joseph's College (Roman Catholic).....	74	51	68.5%	19	10	19.5%
4. St. Paul's College (Church of England).....	34	31	61.8%	4	4	12.0%
5. Yung Wah College (London Mission).....	25	13	46.6%	1	1	7.7%
6. Queen's College (Government School).....	13	5	38.4%	0	0	0%

Girls' Schools.

School	No. of Examiners	No. of Candidates	No. of Passes	% Passes	No. of Failures	% Failures
1. Diocesan Girls' School (Church of England).....	9	9	100.0%	5	4	44.4%
2. French Convent (Roman Catholic).....	9	9	100.0%	4	3	33.3%
3. Bellis Public (Government School).....	8	7	87.5%	4	3	42.8%
4. Italian Convent (Roman Catholic).....	12	9	75.0%	4	3	33.3%

BOLSHEVIKS RELEASE BRITISH TRADER.

LONDON, January 23rd.
A message from Constantinople states that Mr. John Dodge has been released. [A cable of the 23rd ult. stated: It is reported from Constantinople that Mr. John B. Dodge, who has been visiting Australia, China and North Persia, investigating trade possibilities, has been arrested by Bolsheviks at Batum, and is alleged to be a British secret service agent.]

DEATH OF AMERICAN NOVELIST.

ATLANTIC CITY, January 23rd.
The death has occurred of the well-known novelist, John Kendrick Bangs. [The deceased, who was born in 1862, first studied law, but soon changed to journalism. Subsequently he produced works of fiction upon a wholesale scale.]

PRINCESS MARY'S WEDDING DATE.

LONDON, January 23rd.
It is officially announced that Princess Mary's wedding has been fixed for February 28th.

NEW ISSUES OVER-SUBSCRIBED.

LONDON, January 23rd.
The new issues of £20,000,000 3 per cent. British Local Loans stock at 97 and of Anglo-Persian Oil shares were over-subscribed. The lists were closed within an hour of opening.

THE MOPLAH OUTBREAK.
EXECUTION OF REBEL CHIEF AND OTHERS.

COLCOT, January 23rd.
The Moplah rebel chief Kunhamad Hadji and six others have been shot, in accordance with the sentences passed upon them.

THE SEAMEN'S STRIKE.
CHINESE SHIPOWNERS STAND FIRM.

HON. MR. HALLIDAY GOES TO CANTON.

Now that we are so near to Chinese New Year it is not probable that we shall see any material change in the attitude of the strikers this week. There are, however, a few interesting items of news to record.

The first is that the report which has been put into circulation, that the Chinese shipowners are willing to concede all that the Union asks is a fabrication. The Chinese shipowners adhere to the decisions of the general conference of shipowners affected by the strike, and are authoritatively assured that there is no likelihood of their capitulation.

The second fact to be noted is that the Admiral liner *Wenatche*, which is manned by an American crew, arrived in port yesterday from Manila and brought over 316 Filipinos to serve on the ships of the Pacific Mail Co. A number of these were transferred to the *Hoier State*, which is to sail to-day. In this connection it has to be mentioned that the threats of the Seamen's Union to counteract this move by calling out the cargo-workers proved ineffectual.

A further item of interest is the report that the Hon. Mr. Halliday, Secretary for Chinese Affairs, has gone to Canton, no doubt for further negotiation on behalf of the Government.

Interest attached yesterday to the departure of two steamers: The British India steamer *Euryalus* left in the morning with a large number of Chinese passengers who had come up from Southern ports on the *Van Oloon* and other steamers which are detained here by the strike. They have been very anxious to get to their homes before the Chinese New Year. We reported a few days ago that the Captain of the *Van Oloon* was endeavouring to come to a special arrangement with the Union executive to enable him to take his human freight on to Swatow, but his effort met with no success. The *Euryalus*, which is manned by lascars, took the men on to their destination, making a special call at the coast ports for this purpose.

Late in the afternoon the Japanese steamer *Taiyung-maru*, belonging to the Yamashita Kisen Kaisha, got away, bound for Haiphong. She had got together a scratch crew of Japanese and Malays to replace the 45 Chinese seamen who deserted her when she arrived here on the 15th inst.

The Shipowners Committee had a meeting yesterday afternoon, but we learn that the business related to details not affecting the general situation, which remains unchanged.

A VISIT TO THE UNION HEADQUARTERS.

The Seamen's Union was singularly quiet when a representative of the *Daily Press* made his usual call and the Union official who engaged him in conversation appeared considerably worried over the day's happenings. He complained of the attitude of the cargo coolies, who are organised in three Unions. One of these Unions had agreed to join in the strike, but the others were disinclined and the efforts had so far failed. The departure of the *Taiyung-maru* evidently vexed the Union officials considerably, but as regards the employment of Filipinos on the American liners the Union official expressed the opinion that they were notoriously inefficient, and would not permanently oust the Chinese.

WHAT IS HAPPENING IN CANTON.
BRITISH VICE-CONSUL'S INFORMAL MEETING WITH SEAMEN.

Yesterday's issue of the strikers' bulletin contains a report, from the strikers' point of view, of another meeting held in Canton on Monday evening, organised by the British Consulate. The meeting was informal and representatives of the Seamen's Union were present.

The British Vice-Consul, Mr. Sly, is reported to have stated that he had received a telegram from the Governor of Hongkong, which contained two points for consultation with the Union. (1) If the seamen resume work forthwith satisfactory negotiations regarding their demands will be made; (2) if the seamen do not agree to this request the shipowners of the European and American lines will engage other men to work the vessels.

The representatives stated that they must have the matter definitely settled before they resumed work.

The bulletin states that after a long discussion it was decided to hold a conference to which representatives of the Hongkong Government, the Canton Government, foreign shipowners, Chinese shipowners and Seamen's Union, should be invited to attend.

Mr. Sly informed the meeting that a representative of the Hongkong Government was to arrive in Canton that day, and, after promising to inform the representatives of the Union of any further developments, the meeting was declared closed.

MACAO AND THE STRIKE.

A correspondent at Macao writes that the neighbouring Portuguese Colony is greatly inconvenienced by the stoppage of the steamboat traffic by the strike. Mails are carried to and from Hongkong by police launches put on by this service by the Harbour Master of Macao, but they take nothing else, and only such passengers who travel on urgent business. Food supplies are fairly well maintained, with the exception of beef which is becoming scarce and may be unobtainable if the strike does not soon end. Of rice, pork, dried ducks, sausages, and many other articles of food there seem to be good supplies at present, and though the population has been considerably increased by the large number of fishing boats which have come into port for the Chinese New Year, food prices have advanced but little. There may be another story to tell in this connection when the service of junks to Kongmoon and Sinki stops for the New Year holiday which usually extends over five days; but it is hoped that the authorities will make provision for a constant supply of the food—chiefly "preserved pork"—which comes from these ports. The Chinese manifest no great concern over the situation. They are preparing for the celebration of the New Year holiday with the customary enthusiasm and the shops and streets still make their customary show of the things which appeal to the Chinese at this festive season. Nor will the streets Road Central, Shun Tak, were charged which are annually in evidence at this season of the year.

If the strike continues there may be a revival of the activities of the Macao Aerial Transport Co. A meeting of shareholders has been called to consider what services the Company can render to the public during the strike.

STRIKERS' IRISH DELEGATE SENT TO PRISON.

Daniel Edward Robinson, an unemployed seaman, 18, Praya East, of County Dublin, Ireland, and Ma Sun, unemployed seaman, 137, Des Vaux Road Central, of Shun Tak, were charged in the Marine Court, before Commander C. W. Beckwith, R.N., yesterday, with unlawfully going on board the *Kwong Chow* without permission of the master or officer in charge on January 21st. Accused pleaded not guilty.

The second officer of the vessel, Edmund Dennis Penhole, stated that at 4.30 p.m. on Saturday he was in his cabin when he heard a steam launch come alongside. He went to deck and found a European on the head of the gangway. He asked Mr. Miller if he was the chief officer and the reply was yes. The European said: "I have come to take the coals and stewards ashore." The chief officer said: "You can't do that." Defendant replied: "I have instructions from my Guild to take these men and I am going to do so." The chief officer said: "I shall have to send for the police." Defendant replied: "The police can't stop me." and he proceeded to go on board and talk to the stewards. Witness then fired rockets and hoisted the police signal. He saw defendant and the other delegates go into a launch which was later taken in charge by the police. The crew had since left the ship.

Mr. Hind (who defended): How far on board did he go?—About six feet. The chief officer, Colin Percival Miller, gave corroborative evidence. Defendant told him that he was taking the coals and stewards on shore. "I then turned to the Chinese police and told them to order these people down. The Chinese police refused to do so and I then signalled to the police. As soon as the first rocket was fired the European and the other delegates left the ship hurriedly."

Mr. Hind: How far on board was the defendant?—I cannot say. Defendant was on board and spoke to the stewards. He did not obey my orders to go down to his launch.

The case against Robinson was found proved and he was sent to goal for two months with hard labour.

The case against Ma Sun was dismissed as there was no proof that he was actually on board.

TRAPPED IN A SUNKEN SUBMARINE.
AN INGENUOUS ESCAPE.

After being imprisoned for 12 hours in a submarine at the bottom of the sea off Bridgeport, Connecticut, exposed to the fumes of chlorine gas, 30 men, composing the crew of a U.S. submarine, succeeded in escaping from the vessel on December 8th by way of a torpedo tube.

The submarine, known as F-43, was carrying out final tests when the sinister gas, or was rammed by another vessel. She went to the bottom, and all the crew's labours to get her to the surface failed. Knowing the vessel to be in shallow water, the commander, by manipulation of the ballast tanks, succeeded in getting her bows above water, while the stern still rested on the bottom.

In the meantime the leakage of sea water, which came in contact with the acid in the batteries, caused quantities of chlorine to be generated inside the hull. Just in time the bow of the ship rose out of the water, and the crew climbed up the torpedo tube and perched on the hull until a Standard Oil Company's tug, seeing their plight, took them off. Three men, including the commander, are in hospital suffering from the effects of gas poisoning.—Times.

SHIPPING NEWS

ARRIVALS

January 23rd.
Kuryulius, British str., 2,208 tons, Capt. G. A. Sinclair, from Singapore, with a general cargo.—M.M. & Co.
Tungshing, British str., 1,172 tons, Capt. R. W. Bateman, from Shanghai, with a general cargo.—J.M. & Co.
 January 24th.
Atay Le Ruler, French str., 4,400 tons, from Haiphong, with a general cargo.—M.M. & Co.
Cadarella, American str., 1,641 tons, Capt. H. S. Nielson, from Saigon, with rice.—Admiral Line.
Footong, British str., 1,537 tons, Capt. T. A. Mitchell, from Kobe and Moji, with a general cargo.—J.M. & Co.
Kaifong, British str., 887 tons, Capt. J. D. Milne, from Haiphong and Hoihow, with a general cargo.—B. & S.
Koshi Maru, Japanese str., 3,837 tons, Capt. J. Nishiwaki, from Oculutta and Saigoa, with rice.—O.S.K.
Kimung, British str., 2,077 tons, Capt. T. Grant, from Calcutta and Singapore, with a general cargo.—J.M. & Co.
Nichiei Maru, Japanese str., 1,377 tons, Capt. S. Nakashima, from Keelung, with coal.—Y.K.K.
Soshi Maru, Japanese str., 1,006 tons, Capt. K. Fukue, from Takao and Swatow, with a general cargo.—O.S.K.
Taiyang, British str., 1,544 tons, Capt. F. O. Perkins, from Amoy.—J.M. & Co.
Wenatchee, American str., 3,393 tons, Capt. H. C. Thomas, from Manila, with a general cargo.—Admiral Line.

CLEARANCES

January 24th.
Montier State, for Shanghai.
Kioku Maru, for Swatow.
Kioku Maru, for Takao.
Lake Farrar, for Saigon.
Mishima Maru, for Singapore.
Taiqua Maru, for Hoihow.

SHIPPING MOVEMENTS

The s.s. *Benmore* from Middlesbro, Antwerp and London, left Singapore on the 24th inst. and may be expected to arrive here on or about January 31st.
 The N.Y.K. s.s. *Wakata Maru* (Bombay line) left Kobe for Hongkong via Moji on January 23rd, and is expected here on January 30th.
 The P. & O. s.s. *Devanha* left London on January 20th, and is expected to arrive at Hongkong on February 2nd.
 The P. & O. s.s. *Kilua* is expected to leave Colombo on January 30th for Hongkong.
 The s.s. *Pathan* (Dodwell & Co.) which sailed from Liverpool on the 20th inst. for ports in the Far East is expected in Hongkong in the beginning of March.
 The N.Y.K. s.s. *Calcutta Maru* (Calcutta line) left Calcutta for Hongkong via Rangoon and Singapore on January 22nd, and is expected here on February 13th.
 The "American and Manchurian" Line s.s. *Sutton Hall* from New York via Suez and Philippines is due to arrive here on Thursday, January 29th.
 VESSELS EXPECTED.
Bolton-Castle (Dodwell-Castle line), due beginning of March.
Dacre Castle (Dodwell-Castle line), due February 12th.
Empress of Russia, January 27th, 6 a.m.
Iyo Maru (N.Y.K.), due Feb. 16th.
Janus (B.L.), due January 27th.
Jaypore (P. & O.), due January 29th.
Kaga Maru (N.Y.K.), due January 31st.
Kashgar, due about January 31st.
Khiva (P. & O.), due Feb. 13th.
Lahore (P. & O.), at February 7th.
Maybashi Maru (N.Y.K.), due Jan. 31st.
Tanda (B.L.), due February 7th.
Tenyo Maru, due February 1st.
Therius (Blue Funnel line), due January 25th, at daylight.
Totori Maru (N.Y.K.), due Feb. 8th.

WEATHER REPORT.

January 24th, at 12.05—Pressure has increased considerably at Shanghai and decreased moderately over S.W. Japan. It has increased slightly in other districts. The anticyclone has spread southward. It is now central over N. China.

Fresh Monsoon may be expected along the E. coast of China and moderate monsoon over the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 0.98 inches, against an average of 0.87 inches.

The forecast for the 24 hours ending at 10 a.m. to-day is as follows:—

District **Forecast**
 Hongkong to Gap Rock N.E. winds, fresh; fine.
 Formosa Channel S.E. winds, strong.
 South coast of China between Hongkong and Lamooks The same as No. 1.
 South coast of China between Hongkong and Hainan N.E. winds, moderate.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, January 24th

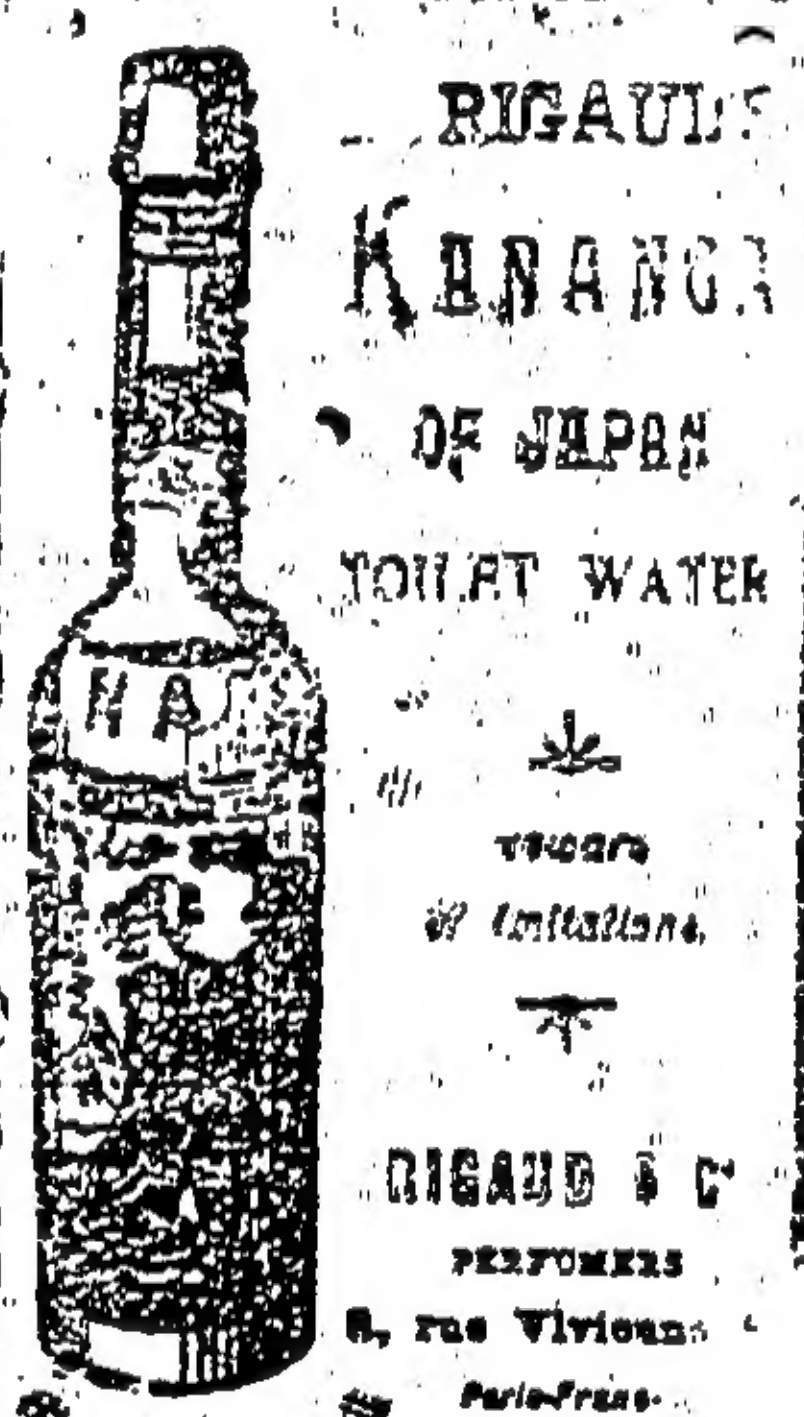
	Previous Day at 5 p.m.	On Day at 5 a.m.	On Day at 3 p.m.
Barometer	29.96	30.08	30.05
Temperature	68	62	73
Humidity	79	98	48
Wind Direction	E.	W.	WSW
Force	2	1	3
Weather	2	1	3
Rain	0.04	0.00	0.00

Highest open-air Temperature on 23rd ... 68
 Lowest open-air Temperature on 24th ... 40

HONGKONG TIDE TABLE.

From 25th to 31st January, 1922.

HIGH WATER		LOW WATER	
Days of Week	Days of Month	Days of Week	Days of Month
Wed.	25	Thur.	26
Thur.	26	Fri.	27
Fri.	27	Satur.	28
Satur.	28	Sun.	29
Sun.	29	Mon.	30
Mon.	30	Tues.	31



COLUMBIA PACIFIC SHIPPING CO.

S.S. "WEST CAYOTE"

(OPERATED FOR ACCOUNT OF U.S. SHIPPING BOARD)
 will be loading for Japanese Ports and Portland Oregon, on or about,
 31st January, 1922.

Through Bills of Lading issued to Common Overland Points.

Agents

ARNHOLD BROTHERS & CO., LTD
 1a, Chater Road. Phone No. 1500.

THOS. COOK & SON.

RAILWAY STEAMSHIP FREIGHT
 INSURANCE AGENTS
 BANKERS.

Tickets issued, Letters of Credit & Circular Notes Issued and Cashed.
 "FAR EASTERN TRAVELLERS GAZETTE"
 free on application

142 OFFICES THROUGHOUT THE WORLD. 143.

For Eastern Offices

HONGKONG, SHANGHAI, TIENTSIN, PEKING & YOKOHAMA.
 Chief Office—LUDGATE CIRCUS, LONDON E.C.
 Local Address—Hongkong Hotel Building, HONGKONG.

Telegraphic address: "COUPON."

Telephone No. 524-5.

CANADIAN PACIFIC STEAMSHIPS LIMITED

THE BIG FOUR

EMPRESS OF CANADA 22,000 REG. TONS
 EMPRESS OF AUSTRALIA 19,300 REG. TONS
 EMPRESS OF ASIA 16,850 REG. TONS
 EMPRESS OF RUSSIA 16,850 REG. TONS

ECONOMIC TRAVEL

THESE SHIPS ARE FITTED WITH EXCELLENT INTERMEDIATE CABIN CLASS ACCOMMODATION.

HONGKONG TO ENGLAND—TIME 30 DAYS.

FARE: \$439.85 GOLD

INCLUDING FIRST CLASS SLEEPING CAR BERTH TO MONTREAL AND INTERMEDIATE CABIN CLASS ACCOMMODATION ON EMPRESS OF SCOTLAND OR EMPRESS OF FRANCE, 25,000 AND 18,500 TONS RESPECTIVELY.

CANADIAN PACIFIC STEAMSHIPS, LIMITED.

Hongkong Office Telephone 752 Cable Address GACANPAC.



"NANKING" "NILE" "CHINA"

Trans-Pacific Service
 HONGKONG TO SAN FRANCISCO
 via Shanghai, Japan Ports and Honolulu
 s.s. "NANKING" s.s. "CHINA"
 Feb. 20th at noon.

Java Service

HONGKONG TO
 SINGAPORE & BATAVIA.
 S.S. "NILE"
 February 3rd.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada also.
 Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

C. T. SUTHERLAND, GENERAL AGENT
 PRINCE'S BUILDING, 1st FLOOR, PRINCES BUILDING.
 TELEPHONE, PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT.
 No. 1034. No. 2161.

NANYO YUSEN KAISHA

(The South Sea Mail S.S. Co., Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN

JAPAN, HONGKONG & JAVA.

For BATAVIA, FAMARANG, SOERABAYA, MACASSAR and BALIKPAPAN.

"SAMARANG MARU" sailing on or about 27th Jan.
 "BORNEO MARU" sailing on or about 16th Feb.

For MOJI, KOBE and YOKOHAMA.

"CHERIEON MARU" sailing on or about 1st Feb.
 "MACASSAR MARU" sailing on or about 21st Feb.

For further particulars please apply to—

K. SUZUKI, Manager, 2nd Floor, Princes Building, Tel. No. 2205.

STRUTHERS & BARRY

Operating Far Eastern services for account of the UNITED STATES SHIPPING BOARD.

To LOS ANGELES & SAN FRANCISCO
 "West Chopaka" 13th Feb.
 Also cargo accepted for Transshipment at San Francisco for weekly sailings to
 NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK & BOSTON.

Through Bills of Lading issued to all U.S. & Canadian Overland Common Points
 HONGKONG OFFICE: 1st Floor, Powell's Building, 12, Des Voeux Road. Tel. 2008

T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO
 VIA SHANGHAI, THE IJLAND SEA, JAPAN & HONOLULU.

STEAMERS	TONS	LEAVE HONGKONG
SIBERIA MARU	20,000	Jan. 31st
TOYO MARU	22,000	Feb. 11th
KOREA MARU	22,000	Feb. 24th
SEIKO MARU	22,000	Mar. 8th
PERIA MARU	22,000	Mar. 21st
TAIYO MARU	22,000	Apr. 4th

Calling at Dairen.

SOUTH AMERICAN LINE
HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SANTA CRUZ, BALBOA, CALLAO, MOLLENDU, ARICA & IQUIQUE.
 THROUGH BY TRANS-ANDAL ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
GINYO MARU	15,000	Feb. 26th
ANYO MARU	15,000	Mar. 31st
SETTO MARU	14,000	May 15th

For full information regarding passenger freight and sailings, apply to—
 Y. TSUTSUMI, Manager, King's Building, Tel. No. 574 & 575

Agents at Canton: Messrs. T. E. GRIFFITH, LTD.

PACIFIC MAIL S.S. CO.

MANAGING AGENTS, U.S. SHIPPING BOARD
 TRANS-PACIFIC SERVICE

Freight and Passenger.
 SAN FRANCISCO VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU
 For SAN FRANCISCO VIA SHANGHAI, KOBE ETC.
 AMERICAN STEAMERS

SS	LEAVE HONGKONG	ARRIVE SAN FRANCISCO
"HOOSIER STATE"	Feb. 15th, Noon	Feb. 13th
"GOLDEN STATE"	Feb. 18th	Mar. 13th
"EMPIRE STATE"	Mar. 15th	Apr. 7th

SHANGHAI-CALCUTTA SERVICE

Freight Only

For CALCUTTA via SINGAPORE, PENANG AND RANGOON
 S.S. "LAKE FAULK" Jan. 25th Noon.

FOR HAIPHONG

MANILA-EAST-INDIA SERVICE

Freight and Passenger.

SAN FRANCISCO, HONOLULU, MANILA, SAIGON, SINGAPORE, CALCUTTA & COLOMBO.

Monthly Sailings.

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO. Telephone 161. Cable Address "SOLANO." Union Building, Hongkong

JAVA-CHINA-JAPAN LIJN.

REGULAR FORTNIGHTLY SERVICE BETWEEN
 JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXP. DEPT. OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIPANAS	JAVA	in port		SAIGON
TJILIWONG	AMOI	in port		JAVA
TJIBODAS	JAVA	23rd Jan.		JAPAN
TJIMANOEK	JAVA	28th Feb.		AMOI via SHANGHAI
TJIKINI	JAVA	4th Feb.		SHANGHAI/JAPAN

* Wireless Telegraphy.
 The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
 For Particulars of Freight and Passage apply to the

JAVA-CHINA-JAPAN LIJN. Telephone No. 1074.

York Building, First Floor



VEREENIGDE NEDERLANDSCH SCHEEPVAARTMAATSCHAPPIJ

(United Netherlands Navigation Company)

HOLLAND-OOST AZIE LIJN

(Holland-East Asia Line)

(Members of the Straits, China and Japan Conferences)

Regular monthly service between
 JAPAN PORTS, SHANGHAI, HONGKONG AND

MANILA

AND

AMSTERDAM, ROTTERDAM, HAMBURG

AND BREMEN

Sailings, subject to alterations.

Steamers	For	Sailing on or about
"OLDEKERK"	ROTTERDAM, AMSTERDAM & HAMBURG	29th Jan.
"HADJA"	AMSTERDAM, ROTTERDAM & HAMBURG	10th Feb.
"ALDABI"	ROTTERDAM, AMSTERDAM & HAMBURG	10th Mar.
"TJISONARI"	AMSTERDAM, ROTTERDAM & HAMBURG	10th Apr.
"ROTTI"	ROTTERDAM, AMSTERDAM & HAMBURG	10th May

For full particulars please apply to—
 JAVA-CHINA-JAPAN LIJN
 General Agents, York Building

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.Cargo carried on through Bills of Lading from HONGKONG to BEIRA
Delagoa Bay, Durban (Natal), East London, Port Elizabeth
& Capetown direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.
Managing Agents.

ELLERMAN LINE

ELLERMAN & BUCKNALL S.S. CO., LTD.

FREIGHT & PASSENGER SERVICE
FOR EAST UNITED KINGDOM & CONTINENT.

S.S. "CITY OF MANCHESTER" 10th Feb. Marseilles, London, Rham. & H'burg

PASSENGER SERVICE

S.S. "CITY OF MANCHESTER" 10th Feb. Marseilles, London, Rotterdam & Ham.
S.S. "CITY OF SIMLA" Middle March do
S.S. "CITY OF CALCUTTA" 10th May do

Subject to change without notice.

For particulars of freight and passage rates apply to—

or Reiss & Co., Canton.

THE BANK LINE, LTD.
General Agents.

NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., and CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "CITY OF DURHAM" via Suez Canal... 30th Jan.
S.S. "KEEMUN" via Suez Canal... 10th Feb.

* Calls at Boston if sufficient inducement offers.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG
HONGKONG AND CANTON. REISS & CO., CANTON.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

Destination	Steamer & Date	Weight	Sailing Date
SHANGHAI, Kobe & Yokohama	"AZAY LE RIDEAU"	15,000	On or about 25th Jan.
	"ARMAND BEHIC"	10,000	On or about 4th Feb.
MARSEILLES via HAI-PHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, SUEZ	"CAP. ARCONA"	15,000	On or about 7th Feb.

For full particulars regarding sailings, etc., apply to—

Telephone 749

A. BODENFUSCH,
Acting Agent,
Queen's Building.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good
accommodation for First-Class Passengers, Electric Light and Fans in staterooms
and Saloons and Excellent cuisine.

FOR

ISWATOW, AMOY & FOOCHOW

AND RETURN

Occupying 9 or 10 Days.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAFRAIK & CO.
General Managers.P. & O., British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"KASHMIR"	8,841	1st Feb.	Marseilles, London & Antwerp
"RAGOTA"	8,841	15th Feb.	do.
"DUNERA"	8,841	29th Feb.	Singapore Colombo Bombay
"KUSGAR"	8,841	1st Mar.	Marseilles, London & Antwerp
"SICILIA"	8,841	14th Mar.	Singapore, Colombo & Bombay
"KHIVA"	8,841	15th Mar.	Marseilles, London & Antwerp
"DEVANHA"	8,841	29th Mar.	do.
"NOVARA"	8,841	12th Apr.	do.
"KALVAN"	8,841	26th Apr.	do.
"PLASSY"	8,841	10th May	do.
"DONGOLA"	8,841	24th May	do.
"SICILIA"	8,841	13th May	Singapore Colombo Bombay.

BRITISH INDIA - APCAR SAILINGS (South)

"TORILLA"	7,000	1st Feb.	Calcutta via Singapore Penang and Rangoon.
-----------	-------	----------	---

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,800	6th Feb.	Manila, Thursday Island Townsville, Brisbane, Sydney & Melbourne.
--------------	-------	----------	---

SAILINGS TO SHANGHAI & JAPAN.

"JANUS"	4,824	29th Jan.	Shanghai and Japan.
"KASGAR"	9,000	31st Jan.	Shanghai & Japan
"JYFORD"	5,200	1st Feb.	Shanghai and Kobe
"DUNERA"	8,400	12th Feb.	Shanghai only.

* Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

1st Saloon Passengers may travel by R.L.N. Company's Steamers between Singapore
and Calcutta or Singapore and Madras in lieu of the action of their P. & O. Tickets
Singapore to Colombo.All Cabins are fitted with Electric Fans free of charge.
Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's
Office up to Noon on the day previous to sailing.

For further information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,
Agents.

41, Des Voeux Road Central, HONGKONG.

O. S. K.
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct
service via Singapore and Port Said.BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN &
CAPE TOWN via SINGAPORE. PASSENGER SERVICE

TACOMA MARU—Monday, 13th Feb.

BOMBAY COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE

MALAYA MARU—Wednesday, 8th Feb.

SAIGON MARU (calling at Singapore and Rangoon only) Monday, 13th Feb.

INDUS MARU—Tuesday, 21st Feb.

DELI & BANGKOK via SAIGON & SINGAPORE—Regular Monthly
PASSENGER SERVICE.

KISHU MARU—Wednesday, 1st Feb.

CALCUTTA—Fortnightly service via Singapore, Penang & Rangoon.

SHINNYU MARU—Monday, 30th Jan.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—
via Shanghai and Japan—Regular fortnightly PASSENGER SERVICE touching at
intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S.A. in
connection with Chicago Milwaukee and St. Paul Railway.

MAMILLA MARU—Thursday, 2nd Feb.

AFRICA MARU—Saturday, 25th Feb.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco,
Panama and Cuban Ports.

HAMBURG MARU—Friday, 10th Mar.

JAPAN PORTS—Kobe & Yokohama via Shanghai

ALASKA MARU—Monday, 30th Jan.

KHELUNG via SWATOW & AMOY—These steamers have excellent accommodation
for 1st and 2nd class saloon passengers and will arrive and depart from the O.R.K.
wharf near the Harbor Office.

AMAKUSA MARU—Sunday, 29th Jan.

TAKAO via SWATOW & AMOY

BOHSHU MARU—Thursday, 25th Jan.

For sailing dates and further particulars please apply to—

Y. YABUDA, Manager,
No. 1, Queen's Building.

Tel. Nos. 144 & 745

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

Steamer	Singapore & Melbourne via Port	From Hongkong for Australia
"TAIYUAN"	12th Jan.	About 27th Jan.
"CHANGSHA"	About 31st Jan.	About 15th Jan.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply
of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light
throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is carried.
Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.
For full particulars apply to— BUTTERFIELD & SWIRE Agents.C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To	Sail
SHANGHAI, WHARF & CANTON	"SHUNTING"	On 27th Jan.	Shanghai
SWATOW & HANGKOW	"CHENGTO"	On 27th Jan.	Shanghai
SHANGHAI	"SZCHUEN"	On 27th Jan.	Shanghai
SWATOW, SHANGHAI & FUKOW	"TEAN"	On 27th Jan.	Shanghai
SWATOW, SHANGHAI & FUKOW	"LINAN"	On 27th Jan.	Shanghai
SHANGHAI & SINGAPORE	"KINGYUAN"	On 27th Jan.	Shanghai
SHANGHAI	"KINGAN"	On 27th Jan.	Shanghai
SAIGON	"KUNGHOW"	On 27th Jan.	Shanghai
Ningbo, Shanghai & Tientsin	"TIENSIN"	On 27th Jan.	Shanghai
MANILA, OSSU & LOILO	"TAKING"	On 27th Jan.	Shanghai
SHANGHAI & TIENTSIN	"SHUNTING"	On 27th Jan.	Shanghai
PARROT & HAIPHONG	"KAIFONG"	On 27th Jan.	Shanghai
SHANGHAI	"SINKIANG"	On 27th Jan.	Shanghai

These dates cannot be relied on.

SHANGHAI LINE—PASSENGER, MAILS and CARGO
Excellent accommodation. Amidships Electric Fans in Saloons
State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three
weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to
Yokohama and Northern China Ports. Passengers are landed in Shanghai, avoiding
the inconvenience of transshipment at Yocow.BANGKOK LINE—Weekly service to and from Bangkok via
Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents.

Operating the following U.S. Shipping Board Steamers

PASSENGER AND FREIGHT SERVICE

FOR SEATTLE AND VICTORIA, B.C.

via SHANGHAI KOB & YOKOHAMA.

Sails. arrived Seattle

S.S. "WENATCHEE" (For Seattle) Jan. 28th. Feb. 14th.

S.S. "BAY STATE" (For Seattle) Feb. 9th. Feb. 28th.

MANILA SERVICE.

S.S. "BAY STATE" Jan. 30th.

Through Bills of Lading issued to Overland Common points.

Passenger and Freight Particulars.

THE ADMIRAL LINE

5th Floor, Union Building, Telephone 2477 & 2478.

PASSENGER OFFICE: QUEEN'S BUILDING, 2, ICE HOUSE ST.

66

THE ADMIRAL LINE

PACIFIC STEAMSHIP CO.

REGULAR SERVICE.

SAIGON-SINGAPORE-BATAVIA

and other JAVA PORTS.

OPERATED FOR ACCOUNT OF U.S. BOARD.

OFFICES

5th Floor, Union Building, Telephone 2477 & 2478.

PASSENGER OFFICE: QUEEN'S BUILDING, 2, ICE HOUSE ST.

66

SERVICE to NEW YORK

For NEW YORK and/or BOSTON via Panama

S.S. "SATSUMA" Feb. 20th

For freight space and particulars apply to—

BARBER STEAMSHIP

LINES, INC.

THE ADMIRAL LINE

Telephones 2477 & 2478

AGENTS 5th Floor Union Building.

62

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast
freight steamers

For BOSTON and/or NEW YORK

S.S. "CELTIC PRINCE" (via Suez) Early Mar.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED

(Incorporated in Great Britain)

St. George's Building.

Telephone 2145.

Telegrams (Furness)

POST OFFICE NOTICE

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated; and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

Until further notice mails for Foochow will be sent via Shanghai.

INWARD MAILS.

FROM	PER	DATE
SHANGHAI	Chakiang...	25th inst.
LONDON (Parcels 21st Dec.)	Kashgar...	30th inst.
STRAITS	Kashgar...	31st inst.
STRAITS	Maybashi Maru	31st inst.

OUTWARD MAILS.

FOR	PER	DATE
Bangkok ... Ceylon, Mauritius, Straits, Bangkok, L. Marques, South Africa, India via Dhanushkodi, Egypt & Europe via MARSSEILLES	Tenno Maru	Wednesday, 25th, 8.00 A.M.
Shanghai, N. China, & Foochow via Shanghai, Japan, Honolulu, Canada, U.S.A., Central and South America and "EUROPE" via SAN FRANCISCO	Nishino Maru	Friday, 25th, Registration... 8.45 A.M. Letters... 9.30 A.M.
Canton, Kowloon, Samshui & Wuchow	Hosier State	Wednesday, 25th, Registration... 8.45 A.M. Letters... 10.30 A.M.
Macao	By Train Portuguese (Lunbo)	Wednesday, 25th, 3.00 P.M.
Shanghai, North China, Foochow, via Shanghai, Japan, Canada, U.S.A., Central and South America and "EUROPE" via VICTORIA B.C.	Wenachio	Thursday, 26th, Registration... 8.45 A.M. Letters... 9.30 A.M.
Shanghai and N. China & Foochow via Shanghai	Alabi Bay State	Friday, 27th, 11.00 A.M. Monday, 30th, 9.00 A.M.
Philippine Islands	Siberia Maru	Tuesday, 31st, Registration... 9.45 A.M. Letters... 10.30 A.M.
Shanghai, N. China, Dairen, Japan, Honolulu, Canada, U.S.A. Central and South America & "EUROPE" via SAN FRANCISCO	Kashmir	Wednesday, 1st, Feb. Registration... 8.45 A.M. Letters... 9.30 A.M.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, Aden, Egypt and EUROPE via MARSSEILLES		
The Parcel Mail will be closed on Tuesday, 31st inst. at 5 p.m.		

*Correspondence bearing vessel's name only.

LOCAL AND REGULAR MAILS OUTWARD

FOR	ON WEEK-DAYS	ON SUNDAY	ON HOLIDAYS
Canton and Samshui	7.30 A.M. 1.30 P.M. 9.30 P.M.	9.30 P.M.	7.30 A.M. 9.30 P.M.
Tai Ping Tung	9.30 P.M.	9.30 P.M.	9.30 P.M.
Shak Ki	9.30 P.M.	9.30 P.M.	9.30 P.M.
Kowloon	9.30 P.M.	9.30 P.M.	9.30 P.M.
Wuchow	9.30 P.M.	9.30 P.M.	9.30 P.M.
	Except Saturday 4.00 P.M.	10.00 A.M.	4.00 P.M.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES LONDON SERVICE

"TEUCER" 25TH JAN. London, Amsterdam & Antwerp.
"CYCLOPS" 31ST JAN. London, Rotterdam & Hamburg.
"ACHILLES" 7TH FEB. London, Amsterdam & Antwerp.

LIVERPOOL SERVICE

"EURYPYLUS" 25TH JAN. Genoa, Marseilles & Liverpool.
"NELEUS" 1ST FEB. Marseilles, Havre & Liverpool.
"ELPENOR" 14TH FEB. Genoa, Marseilles & Liverpool.

PACIFIC SERVICE

"PROTESILAUS" 31ST JAN. Victoria, Seattle & Vancouver.
"IXION" 21ST FEB. Victoria, Seattle & Vancouver.
"TALITHYBIUS" 14TH MAR.

NEW YORK SERVICE

"KEEMUN" 10TH FEB. via Suez

PASSENGER SERVICE

"PYRRHUS" 5TH FEB. for Shanghai and Japan.
"PYRRHUS" 7TH MAR. for Singapore & London.
"MENTOR" 21ST MAR. for Singapore & London.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO BUTTERFIELD & SWIRE AGENTS.

ASIA BANKING CORPORATION

(AN AMERICAN BANK)

Capital ... US \$4,000,000
Surplus, over ... US \$2,000,000

HEAD OFFICE: NEW YORK. BRANCH: SAN FRANCISCO.

Head Office for the Orient, SHANGHAI

BRANCHES: CANTON, HANKOW, MANILA, TIENTSIN, CHANGSHA, PEKING, SINGAPORE.

D. M. BIGGAR, Manager.

COMMERCIAL

OPENING QUOTATIONS

24th, January, 1922.

On London.	Telegraphic Transfer ... 2/7
Bank Bills, on demand	... 2/7 1/2
Bank Bills, at 30 days sight	... 2/7 1/2
Bank Bills, at 60 days sight	... 2/7 1/2
Credit, at 4 months' sight	... 2/7 1/2
Documentary Bills, at 4 months' sight	... 2/7 1/2
On New York.	Bank Bills, on demand ... 670
Credit, at 4 months' sight	... 730
On Hongkong.	Bank Bills, on demand ... 54 1/2
Credit, at 60 days' sight	... 57 1/2
On Shanghai.	Telegraphic Transfer ... 196
Bank Bills, on demand	... 196
On Calcutta.	Telegraphic Transfer ... 196
Bank Bills, on demand	... 196
On Bombay.	Bank Bills, at sight ... 114
Private, 30 days' sight	... 114
On Yokohama.	On demand ... 114
On Manila.	On demand ... 114
On Singapore.	On demand ... 114
On Batavia.	On demand ... 114
On Hongkong.	On demand ... 114
On Shanghai.	On demand ... 114
On Calcutta.	On demand ... 114
On Bombay.	On demand ... 114
On Yokohama.	On demand ... 114
On Manila.	On demand ... 114
On Singapore.	On demand ... 114
On Batavia.	On demand ... 114
On Hongkong.	On demand ... 114
On Shanghai.	On demand ... 114
On Calcutta.	On demand ... 114
On Bombay.	On demand ... 114
On Yokohama.	On demand ... 114
On Manila.	On demand ... 114
On Singapore.	On demand ... 114
On Batavia.	On demand ... 114
On Hongkong.	On demand ... 114
On Shanghai.	On demand ... 114
On Calcutta.	On demand ... 114
On Bombay.	On demand ... 114
On Yokohama.	On demand ... 114
On Manila.	On demand ... 114
On Singapore.	On demand ... 114
On Batavia.	On demand ... 114
On Hongkong.	On demand ... 114
On Shanghai.	On demand ... 114
On Calcutta.	On demand ... 114
On Bombay.	On demand ... 114
On Yokohama.	On demand ... 114
On Manila.	On demand ... 114
On Singapore.	On demand ... 114
On Batavia.	On demand ... 114
On Hongkong.	On demand ... 114
On Shanghai.	On demand ... 114
On Calcutta.	On demand ... 114
On Bombay.	On demand ... 114
On Yokohama.	On demand ... 114
On Manila.	On demand ... 114
On Singapore.	On demand ... 114
On Batavia.	On demand ... 114
On Hongkong.	On demand ... 114
On Shanghai.	On demand ... 114
On Calcutta.	On demand ... 114
On Bombay.	On demand ... 114
On Yokohama.	On demand ... 114
On Manila.	On demand ... 114
On Singapore.	On demand ... 114
On Batavia.	On demand ... 114
On Hongkong.	On demand ... 114
On Shanghai.	On demand ... 114
On Calcutta.	On demand ... 114
On Bombay.	On demand ... 114
On Yokohama.	On demand ... 114
On Manila.	On demand ... 114
On Singapore.	On demand ... 114
On Batavia.	On demand ... 114
On Hongkong.	On demand ... 114
On Shanghai.	On demand ... 114
On Calcutta.	On demand ... 114
On Bombay.	On demand ... 114
On Yokohama.	On demand ... 114
On Manila.	On demand ... 114
On Singapore.	On demand ... 114
On Batavia.	On demand ... 114
On Hongkong.	On demand ... 114
On Shanghai.	On demand ... 114
On Calcutta.	On demand ... 114
On Bombay.	On demand ... 114
On Yokohama.	On demand ... 114
On Manila.	On demand ... 114
On Singapore.	On demand ... 114
On Batavia.	On demand ... 114
On Hongkong.	On demand ... 114
On Shanghai.	On demand ... 114
On Calcutta.	On demand ... 114
On Bombay.	On demand ... 114
On Yokohama.	On demand ... 114
On Manila.	On demand ... 114
On Singapore.	On demand ... 114
On Batavia.	On demand ... 114
On Hongkong.	On demand ... 114
On Shanghai.	On demand ... 114
On Calcutta.	On demand ... 114
On Bombay.	On demand ... 114
On Yokohama.	On demand ... 114
On Manila.	On demand ... 114
On Singapore.	On demand ... 114
On Batavia.	On demand ... 114
On Hongkong.	On demand ... 114
On Shanghai.	On demand ... 114
On Calcutta.	On demand ... 114
On Bombay.	On demand ... 114
On Yokohama.	On demand ... 114
On Manila.	On demand ... 114
On Singapore.	On demand ... 114
On Batavia.	On demand ... 114
On Hongkong.	On demand ... 114
On Shanghai.	On demand ... 114
On Calcutta.	On demand ... 114
On Bombay.	On demand ... 114
On Yokohama.	On demand ... 114
On Manila.	On demand ... 114
On Singapore.	On demand ... 114
On Batavia.	On demand ... 114
On Hongkong.	On demand ... 114
On Shanghai.	On demand ... 114
On Calcutta.	On demand ... 114
On Bombay.	On demand ... 114
On Yokohama.	On demand ... 114
On Manila.	On demand ... 114
On Singapore.	On demand ... 114
On Batavia.	On demand ... 114
On Hongkong.	On demand ... 114
On Shanghai.	On demand ... 114
On Calcutta.	On demand ... 114
On Bombay.	On demand ... 114
On Yokohama.	On demand ... 114
On Manila.	On demand ... 114
On Singapore.	On demand ... 114
On Batavia.	On demand ... 114
On Hongkong.	On demand ... 114
On Shanghai.	On demand ... 114
On Calcutta.	On demand ... 114
On Bombay.	On demand ... 114
On Yokohama.	On demand ... 114
On Manila.	On demand ... 114
On Singapore.	On demand ... 114
On Batavia.	On demand ... 114
On Hongkong.	On demand ... 114
On Shanghai.	On demand ... 114
On Calcutta.	On demand ... 114
On Bombay.	On demand ... 114
On Yokohama.	On demand ... 114
On Manila.	On demand ... 114
On Singapore.	On demand ... 114
On Batavia.	On demand ... 114
On Hongkong.	On demand ... 114
On Shanghai.	On demand ... 114
On Calcutta.	On demand ... 114
On Bombay.	On demand ... 114
On Yokohama.	On demand ... 114
On Manila.	On demand ... 114
On Singapore.	On demand ... 114
On Batavia.	On demand ... 114
On Hongkong.	On demand ... 114
On Shanghai.	On demand ... 114
On Calcutta.	On demand ... 114
On Bombay.	On demand ... 114
On Yokohama.	On demand ... 114
On Manila.	On demand ... 114
On Singapore.	On demand ... 114
On Batavia.	On demand ... 114
On Hongkong.	On demand ... 114
On Shanghai.	On demand ... 114
On Calcutta.	On demand ... 114
On Bombay.	On demand ... 114
On Yokohama.	On demand ... 114
On Manila.	On demand ... 114
On Singapore.	On demand ... 114
On Batavia.	On demand ... 114
On Hongkong.	On demand ... 114
On Shanghai.	On demand ... 114
On Calcutta.	On demand ... 114
On Bombay.	On demand ... 114
On Yokohama.	On demand ... 114
On Manila.	On demand ... 114
On Singapore.	On demand ... 114
On Batavia.	On demand ... 114
On Hongkong.	On demand ... 114
On Shanghai.	On demand ... 114
On Calcutta.	On demand ... 114
On Bombay.	On demand ... 114
On Yokohama.	On demand ... 114
On Manila.	On demand ... 114
On Singapore.	On demand ... 114
On Batavia.	On demand ... 114
On Hongkong.	On demand ... 114
On Shanghai.	On demand ... 114
On Calcutta.	On demand ... 114
On Bombay.	On demand ... 114
On Yokohama.	On demand ... 114
On Manila.	On demand ... 114
On Singapore.	On demand ... 114
On Batavia.	On demand ... 114
On Hongkong.	On demand ... 114
On Shanghai.	On demand ... 114
On Calcutta.	On demand ... 114
On Bombay.	On demand ... 114
On Yokohama.	On demand ... 114
On Manila.	On demand ... 114
On Singapore.	On demand ... 114
On Batavia.	On demand ... 114
On Hongkong.	On demand ... 114
On Shanghai.	On demand ... 114
On Calcutta.	On demand ... 114
On Bombay.	On demand ... 114
On Yokohama.	On demand ... 114
On Manila.	On demand ... 114
On Singapore.	On demand ... 114
On Batavia.	On demand ... 114
On Hongkong.	On demand ... 114
On Shanghai.	On demand ... 114
On Calcutta.	On demand ... 114
On Bombay.	On demand ... 114
On Yokohama.	On demand ... 114
On Manila.	On demand ... 114
On Singapore.	On demand ... 114
On Batavia.	On demand ... 114
On Hongkong.	On demand ... 114
On Shanghai.	On demand ... 114
On Calcutta.	On demand ... 114
On Bombay.	On demand ... 114
On Yokohama.	On demand ... 114
On Manila.	On demand ... 114
On Singapore.	On demand ... 114
On Batavia.	On demand ... 114
On Hongkong.	On demand ... 114
On Shanghai.	On demand ... 114
On Calcutta.	On demand ... 114
On Bombay.	On demand ... 114
On Yokohama.	On demand ... 114
On Manila.	On demand ... 114
On Singapore.	On demand ... 114
On Batavia.	On demand ... 114
On Hongkong.	On demand ... 114
On Shanghai.	On demand ... 114
On Calcutta.	On demand ... 114
On Bombay.	On demand ... 114
On Yokohama.	On demand ... 114
On Manila.	On demand ... 114
On Singapore.	On demand ... 114
On Batavia.	On demand ... 114
On Hongkong.	On demand ... 114
On Shanghai.	On demand ... 114
On Calcutta.	On demand ... 114
On Bombay.	On demand ... 114
On Yokohama.	On demand ... 114
On Manila.	On demand ... 114
On Singapore.	On demand ... 114
On Batavia.	On demand ... 114
On Hongkong.	On demand ... 114
On Shanghai.	On demand ... 114
On Calcutta.	On demand ... 114
On Bombay.	On demand ... 114
On Yokohama.	On demand ... 114
On Manila.	On demand ... 114
On Singapore.	On demand ... 114
On Batavia.	On demand ... 114
On Hongkong.	On demand ... 114
On Shanghai.	On demand ... 114
On Calcutta.	On demand ... 114
On Bombay.	On demand ... 114
On Yokohama.	On demand ... 114
On Manila.	On demand ... 114
On Singapore.	On demand ... 114
On Batavia.	On demand ... 114
On Hongkong.	On demand ... 114
On Shanghai.	On demand ... 114
On Calcutta.	On demand ... 114
On Bombay.	On demand ... 114
On Yokohama.	On demand ... 114
On Manila.	On demand ... 114
On Singapore.	On demand ... 114
On Batavia.	On demand ... 114
On Hongkong.	On demand ... 114
On Shanghai.	On demand ... 114
On Calcutta.	On demand ... 114
On Bombay.	On demand ... 114
On Yokohama.	On demand ... 114
On Manila.	On demand ... 114
On Singapore.	On demand ... 114
On Batavia.	On demand ... 114
On Hongkong.	On demand ... 114
On Shanghai.	On demand ... 114
On Calcutta.	On demand ... 114
On Bombay.	On demand ... 114
On Yokohama.	On demand ... 114
On Manila.	On demand ... 114
On Singapore.	On demand ... 114
On Batavia.	On demand ... 114
On Hongkong.	On demand ... 114
On Shanghai.	On demand ... 114
On Calcutta.	On demand ... 114
On Bombay.	On demand ... 114
On Yokohama.	On demand ... 114
On Manila.	On demand ... 114
On Singapore.	On demand ... 114
On Batavia.	On demand ... 114
On Hongkong.	On demand ... 114
On Shanghai.	On demand ... 114
On Calcutta.	On demand ... 114
On Bombay.	On demand ... 114
On Yokohama.	On demand ... 114
On Manila.	On demand ... 114
On Singapore.	On demand ... 114
On Batavia.	On demand ... 114
On Hongkong.	On demand ... 114
On Shanghai.	On demand ... 114
On Calcutta.	On demand ... 114
On Bombay.	On demand ... 114
On Yokohama.	On demand ... 114
On Manila.	On demand ... 114
On Singapore.	On demand ... 114
On Batavia.	On demand ... 114
On Hongkong.	On demand ... 114
On Shanghai.	On demand ... 114
On Calcutta.	On demand ... 114
On Bombay.	On demand ... 114
On Yokohama.	On demand ... 114
On Manila.	On demand ... 114
On Singapore.	On demand ... 114
On Batavia.	On demand ... 114
On Hongkong.	On demand ... 114
On Shanghai.	On demand ... 114
On Calcutta.	On demand ... 114
On Bombay.	On demand ... 114
On Yokohama.	On demand ... 114
On Manila.	On demand ... 114
On Singapore.	On demand ... 114
On Batavia.	On demand ... 114
On Hongkong.	On demand ... 114
On Shanghai.	On demand ... 114
On Calcutta.	On demand ... 114
On Bombay.	On demand ... 114
On Yokohama.	On demand ... 114
On Manila.	On demand ... 114
On Singapore.	On demand ... 114
On Batavia.	On demand ... 114
On Hongkong.	On demand ... 114
On Shanghai.	On demand ... 114
On Calcutta.	On demand ... 114
On Bombay.	On demand ... 114
On Yokohama.	On demand ... 114
On Manila.	On demand ... 114
On Singapore.	On demand ... 114
On Batavia.	On demand ... 114
On Hongkong.	On demand ... 114
On Shanghai.	On demand ... 114
On Calcutta.	On demand ... 114
On Bombay.	On demand ... 114
On Yokohama.	On demand ... 114
On Manila.	On demand ... 114
On Singapore.	On demand ... 114
On Batavia.	On